

11-12-1998

Meeting Notes 1998-11-12

Joint Policy Advisory Committee on Transportation

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METRO

- R E V I S E D -

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**Date: **NOVEMBER 12, 1998**Day: **THURSDAY**Time: **7:30 a.m.**Place: **METRO, CONFERENCE ROOM 370A-B**

- *1. MEETING REPORT OF OCTOBER 8, 1998 - APPROVAL REQUESTED.
- *2. COMMENTS ON REVISED FHWA AND FTA PROJECTS - INFORMATIONAL - Andy Cotugno.
- *3. SUMMARY OF PROJECT SOLICITATIONS FOR METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM - INFORMATIONAL - Andy Cotugno.
- *4. BI-STATE TRANSPORTATION ISSUES - DISCUSSION - Andy Cotugno/Dean Lookingbill.
- *5. STATUS OF SOUTH WILLAMETTE RIVER CROSSING STUDY - INFORMATIONAL - Andy Cotugno/Chris Deffebach.
- 6. SITUATION ASSESSMENT ON SOUTH/NORTH LRT - Mike Burton.

*Material enclosed.

MEETING REPORT

DATE OF MEETING: October 8, 1998

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Ed Washington and Susan McLain, Metro Council; Fred Hansen, Tri-Met; Rob Drake, Cities of Washington County; Mary Legry (alt.), WSDOT; Sharron Kelley, Multnomah County; Dean Lookingbill (alt.), Southwest Washington RTC; Jim Kight, Cities of Multnomah County; Kay Van Sickel, ODOT; and Karl Rohde, Cities of Clackamas County

Guests: Tony McCauley, Citizen; Karen Schilling, Multnomah County; Dave Williams, ODOT; Susan Lee and Harold Lasley, Multnomah County; Steve Dotterrer, City of Portland; Rod Sandoz, Clackamas County; Kathy Lehtola, Washington County; Susie Lahsene, Port of Portland; Bob Stacey (JPACT alt.), Dick Feeney and G.B. Arrington, Tri-Met; Pat Collmeyer, Office of Neil Goldschmidt; and Ron Papsdorf, Cities of East Multnomah County

Staff: Andy Cotugno, Mike Hoglund, Chris Deffebach, and Lois Kaplan, Recording Secretary

SUMMARY:

The meeting was called to order and a quorum declared by Chair Ed Washington.

Chair Washington welcomed Fred Hansen back to Oregon and back on JPACT as the new General Manager of Tri-Met. Fred indicated he was happy to be back in Portland and to help define transportation's role with respect to its impact on the livability issues.

Also noted was the reversal of ODOT's membership on JPACT to Kay Van Sickel serving as member and Grace Crunican as alternate.

MEETING REPORT

Councilor Rohde moved, seconded by Commissioner Kelley, to approve the September 10, 1998 JPACT meeting report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 98-2705 - AMENDING THE METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM TO INCLUDE THE TEA-21 HIGH-PRIORITY PROJECTS

This resolution, as approved, would formalize action to incorporate ten high-priority projects in the Metropolitan Transportation Improvement Program (MTIP), identified on Exhibit A, as earmarked by Congress in TEA-21. TEA-21 authorized funds for these high-priority transportation projects in the Portland area.

Andy pointed out two discrepancies on Exhibit A pending further review. He indicated that the last entry on the exhibit (I-205/Sunnybrook interchange) should also identify "and related arterial." In addition, he noted that there may be a bus earmark in Wilsonville that was in earlier drafts. The bus funds are available in years 1999 and 2000. If it went through Congress, it needs to be incorporated through the MTIP. He noted that the dollars indicated will be paid out over a six-year schedule.

Committee members gave Andy the latitude to amend the exhibit to reflect the correct status of the earmarks.

In further discussion, Andy described the process by which TEA-21 funds are authorized. He reminded the committee of JPACT's role through adoption of the region's Position Paper, noting that 90 percent of its priorities were taken up in the TEA-21 bill. Congress did not make any recommendations beyond what was recommended by this region.

Andy described the process of funds being authorized over a six-year period, most of the funds being authorized in categories, and the inclusion of additional project-specific earmarks. He noted that the project list has grown over time. Projects are incorporated through committee after being submitted by its membership. The same process takes place on the House and Senate side before it gets to Conference Committee. The region determines its priorities for project earmarking and policy positions. Those requests are submitted by our delegation to the committee chairs. A lobbying trip is scheduled in February to outline priorities and there is a close working relationship with the state to ensure that this also reflects statewide priorities for other regions as well.

Action Taken: Commissioner Kelley moved, seconded by Councilor Rohde, to recommend approval of Resolution No. 98-2705, amending the Metropolitan Transportation Improvement Program to include the TEA-21 high-priority projects and to allow for the adjustments offered by Andy Cotugno. The motion PASSED unanimously.

RESOLUTION NO. 98-2707 - AMENDING THE 1995 INTERIM FEDERAL
REGIONAL TRANSPORTATION PLAN TO REDESIGNATE THE NATIONAL HIGHWAY
SYSTEM LINK THROUGH FOREST GROVE FROM HIGHWAY 8 TO THE FOREST
GROVE BYPASS

Andy explained that this has been a project "in the works" for 18 years and is ready for construction. He noted that it represents a housekeeping action and that it has been acknowledged as a need in the *Regional Transportation Plan* and has been funded through the *Transportation Improvement Program*. All funding-related actions have been accomplished. Andy clarified for the committee that National Highway System (NHS) funds can only be spent on NHS routes, and this amendment would permit that to happen.

Action Taken: Councilor McLain moved, seconded by Mayor Drake, to recommend approval of Resolution No. 98-2707, amending the *1995 Interim Federal Regional Transportation Plan* to redesignate the National Highway System link through Forest Grove from Highway 8 to the Forest Grove Bypass.

In discussion on this project, Councilor McLain wanted the Staff Report to be clear that it recognizes that the dollars are in place and that the project is moving forward to construction. She indicated that the area is inside the Urban Growth Boundary and that all access issues have been discussed. The development pattern has limitations. She felt the "bypass" title was misleading, noting that the intent is to get a dangerous safety issue out of downtown Forest Grove.

Fred Hansen spoke of the wetlands along the bypass and cited the need for there to be little access. Andy noted that there is a creek on the north side of the bypass which forms the Urban Growth Boundary so access is effectively limited. There is no Urban Reserve out there and the area is not slated for future development. Fred Hansen wanted to be assured that there wouldn't be additional access points.

Andy commented that access management is a difficult task. He described vested rights for providing access on existing routes but that this is a case where new right-of-way is being purchased and that access will not be permitted.

Kay Van Sickel felt this project might be delayed until spring. Councilor McLain requested follow-up information on the project schedule.

In calling for the question, the motion PASSED unanimously.

CORRIDORS AND BORDERS PROGRAM

A draft letter for submittal to FHWA was introduced expressing concerns relating to the National Corridor Planning and Development Program and the Coordinated Border Infrastructure Program established by TEA-21. The letter acknowledged the importance of both trade corridors and border crossings and the need for separate funding for each program.

Andy Cotugno explained that the region's interest is in corridors. This letter is in response to FHWA's solicitation for comments to earmark funds into both categories.

Mary Legry reported that WSDOT is working on the same issue and that a similar communication is being prepared. Their letter is silent on the issue of the split in funds. WSDOT is also planning a joint application with ODOT on the I-5 corridor.

It was noted that there is \$140 million per year available over the life of the bill. There is some concern that California and Texas will be utilizing such funds to resolve immigration issues. A lot of applications have surfaced following discovery of this source of funds. There are 43-47 corridors that TEA-21 defines as eligible to compete for the funds.

Action Taken: Mayor Drake moved, seconded by Councilor Kight, to approve the letter as submitted on the National Corridor Planning and Development Program and the Coordinated Border Infrastructure Program for forwarding to FHWA. The motion PASSED unanimously.

RECAP OF FREIGHT TOUR

Chris Deffebach reported that the information packet provided JPACT was put together by Metro and the Port. The tour followed the raw product through the manufacturing, production and distribution process as well as a tour of Terminal 6. It was evident that there are differences among industries relating to the distribution process. Chris placed emphasis on the links between the transportation system and how business is conducted.

Chris indicated that industry comments touched upon adjusting their operations to deal with congestion issues but that their emphasis is on being customer-oriented. They develop their delivery schedule to meet customer's needs.

Significant traffic increases are projected in our region. Chris spoke of the relationship between congestion and costs to the businesses. She noted that Albertson's indicated their drivers are paid by the mile and, therefore, not fully realizing the

costs of delay. The possibility of a gas tax increase was brought up in terms of raising their costs but the businesses did not view the increase in terms of addressing a transportation problem that was causing them delay. Chris felt it was a valuable exercise for JPACT to spend the time to talk to people on their day-to-day operations and to observe goods movement at this level.

Councilor Rohde commented that it was encouraging to note the number of people using light rail near the Resers facility. Based on the freight tour, he commented that it was clear that there was a disconnect amongst the companies as to whether there was a congestion problem or whether it affected their costs.

Responding to a question about whether there is any connection or difficulty between attracting employees and transportation, it was noted that the companies hire a lot of low-end employees in those instances.

Susie Lahsene highlighted the document entitled *Oregon's Trading Partners*, which was distributed on the freight tour. She spoke of our region's population relative to other U.S. cities. Delivery time today for freight movement averages two to three days. AASHTO predicts that, by the year 2000, 50 percent of all products will move to just-in-time delivery. Susie cited the important role the road system plays in moving goods from point of origin to remote places. It is expected that commodities today will double by the year 2030. Barge and rail will help keep the rates down. Susie noted that we are the 10th largest exporter in the United States, that the economy is dependent on trade activity, and that transportation will have a big impact on its future.

Also discussed was the fact that truck trips are expected to increase dramatically. A discussion followed on what happens outside the region and its impact.

Comments centered on the need to educate our legislators and business community on the importance of goods movement and the disconnect between businesses. The business community is mostly concerned about earnings and meeting the customers' demands for timely shipments.

Councilor Rohde spoke of the cost of productivity in terms of the condition of the road.

Andy Cotugno commented that the just-in-time issue is an essential part of Albertson's operation. Turnover of their warehouse

occurs over three days. He noted that Resers operates on a 10-day timeframe with frozen goods.

A discussion followed on the weight/mile tax. While it is considered a part of industry's operation, the business community realizes that transportation is only about 10 percent of their cost. Andy felt that the weight/mile tax probably only represents a fraction of that 10 percent. The business community does not think of a project that might help them 5-10 years in the future; they look extremely short-term.

Trucks have been using Columbia Boulevard as an alternate route to Terminal 6 rather than getting on the Banfield. The role of Columbia Boulevard is significant and serves as a bypass for I-84.

Chair Washington felt that the purpose of arranging the freight tour was for JPACT to better understand the connection between freight and transportation. He expressed his appreciation to Chris Deffebach and Susie Lahsene for the work and energy devoted in setting up the tour.

BI-STATE ADVISORY COMMITTEE

Dean Lookingbill noted that, at the last Southwest Washington RTC board meeting, there was discussion about reinstating the Bi-State Advisory Committee. He asked that the subject be placed on the November JPACT meeting agenda. Chair Washington was hopeful JPACT would be supportive of the proposal.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members

**METRO**

Date: November 4, 1998

To: JPACT Members

From: Dave Williams
Andy Cotugno

Re: Region Comments on TEA-21 Provisions

Provisions in TEA-21 modified the federal planning process in several key areas. FHWA is initiating rulemaking processes regarding the elimination of the Major Investment Study (MIS) requirements, streamlining the environmental review process, modifying the state planning requirements and increasing a state's ability to preserve corridor right-of-way.

Major Investment Studies

TEA-21 eliminates the Major Investment Study requirement. The administrative rules implementing this change should address the following issues:

- The principles of the MIS that are not already addressed by other federal regulations or statutes (and only those that are not addressed elsewhere) should be integrated, to the extent appropriate, into the metropolitan transportation planning and programming requirements of Section 450, Series 300. Since the National Environmental Policy Act (NEPA) process is already a comprehensive process that integrates social, economic, and environmental concerns allowing for complete, thoughtful, timely, and responsible public decisions, there is no need to complicate or add to the NEPA process in order to integrate the MIS principles.
- Revisions to the metropolitan planning regulations, where it is not already clearly stated, should call for MPOs to embrace the "good" principles of MIS such as proactive agency coordination and public involvement; collaborative and multi-modal planning; analysis of alternatives; and financial capacity analysis for alternatives. To the extent that decisions are made by MPOs through a corridor level analysis that embraces these principles, they should be recognized in subsequent NEPA processes.

- The NEPA and MIS alternatives analyses should be linked. The MIS process should be a screen by which reasonable alternatives are developed and unreasonable alternatives eliminated from further consideration. The MIS alternatives analysis then can provide the background and justification for the alternatives studied under NEPA. An Oregon State process which provides a parallel is found in the Transportation Planning Rule (TPR). The TPR (660-112-025) designates the Transportation System Plan (TSP) as the process which determines compliance with state land use goals for transportation facilities, services and major improvements and identifies the function, mode and general location of the improvement. This typically takes place prior to the identification of the specific alignment and mitigation in the EIS phase. There is a process by which the EIS and TSP findings can be done at the same time (a refinement plan), but that is the exception, not the rule. Neither case requires duplication of the compliance finding.
- The integration of MIS principles into 23 CFR 450.300 et seq. should not in any way apply more broadly than the existing MIS requirements and, to the extent allowable by statute, should be less prescriptive.

Environmental Streamlining

The Secretary should implement the coordinated, streamlined environmental review process at the earliest possible date. That implementation must allow the states to include programmatic approaches such as partnering, MOUs and general permits with other federal agencies to improve coordination between agencies and produce a shortened, yet thorough, environmental review and permitting process. In developing rules, the Secretary should consider the following issues:

- In implementing any of these approaches, there should be no regulatory expansion of authority of the individual federal agencies, nor should responsibilities that are currently under the Secretary of Transportation be shifted to other federal agencies.
- The Secretary should pursue memoranda at the national level. While we are attempting to reach agreements with regional offices, it is unclear whether the federal offices have granted the authority to the region to make these decisions. The key element in such agreements must be agreement on responsibilities and realistic but prompt deadlines for completion of all federal environmental reviews and decisions pertaining to a project.
- The Secretary should also encourage states to implement partnering procedures between resource and regulatory agencies and should also undertake partnering at the national level.

- Federal resource and regulatory agencies should only provide comments and input to project development that is relevant to their specific areas of expertise. For example, a wildlife agency should not provide comments on air quality issues, but should limit its input only to wildlife issues.

Right-of-Way and Corridor Preservation

Corridor preservation is the coordinated application of various measures to obtain control of, or otherwise protect, the right-of-way for a planned transportation facility. Federal rulemaking for corridor preservation should consider the following issues:

- State DOTs and other implementing agencies should be afforded the ability to purchase or protect land within transportation corridors for preservation purposes in cases where corridors to be preserved have been established as a result of what the state or implementing agency certifies to be a planning project level analysis that considers environmental factors.
- United States Department of Transportation (USDOT) working in partnership with state DOTs and other agencies should develop guidance for implementing TEA-21, Section 1301, "Real Property Acquisition and Corridor Preservation." It should enable state DOTs and other implementing agencies to use federal funds to acquire or protect land for projects.
- USDOT should permit use of federal funds for corridor preservation for projects or stages of projects which are approved by the MPO but not included in a metropolitan plan solely because the entire project cannot be shown to be fundable within the financial projections for the constrained long-range plan. An example of this situation is a project that is in the "Preferred Plan" but not the "Constrained Plan," for funding reasons. Corridor preservation would be permitted for stages of projects that would occur beyond the timeframe of the Constrained long-range plan.

Statewide Planning

Statewide planning provisions in TEA-21 establish general guidelines for state DOTs to follow. States should be provided with the maximum flexibility allowable under statute to apply the statewide provision as appropriate to their individual needs. The following issues should be considered during rulemaking:

- USDOT must respect the existing roles of State and local agencies in regard to land use management.
- The 20-year planning horizon should be determined from the adoption year of

a long-range Transportation Plan and constant updating must not be required.

- USDOT should provide states and other implementing agencies with the flexibility to change funding sources without requiring amendments and should consistently provide all states with the flexibility to move projects within STIPs and TIPs between the three-year period.
- States and other implementing agencies should have the option to complete the National Environmental Policy Act (NEPA) process for illustrative projects not included in the "Constrained" long-range plan.

ACC:DW:lmk

DRAFT

FHWA Docket No. FHWA-98-4370
Docket Clerk
U.S. DOT Dockets
Room PL-401
400 Seventh Street, SW
Washington, D.C. 20590-0001
Deadline: November 16, 1998, 5:00 p.m.

Comments Section 1221 of the Transportation Equity Act for the 21st Century;
Transportation and Community and System Preservation Pilot Program:

1. The program guidance should more clearly define the program eligibility aimed at the link between land use and transportation in the preservation of the viability and effectiveness of the transportation system and the community it serves. There should be more discussion on the ways that land use controls and government actions can use the land use/transportation link to improve the effectiveness of the transportation system and ways that transportation impacts and benefits on surrounding communities are managed. Examples of effective land use actions include transit-supportive development to facilitate increased transit ridership and access management in rural areas to preserve the highway function of major inter-city highways. Examples of effective transportation actions to minimize negative land use effects include measures to discourage through traffic through neighborhoods and efforts to discourage rural sprawl as a result of improved highway access. As currently written, the guidance allows for programs and projects with no relation to this land use/transportation link.
2. Implementation grants should be awarded in areas that demonstrate they understand the land use/transportation link and are working on new ways to use it for transportation system and community preservation. Priority should be given to areas that have demonstrated a strong commitment to these principles through previous planning and public outreach efforts, adoption of supportive land use regulations and commitment of other federal, state and local funding. TCSP implementation grants should not be awarded unless part of a broader program. In addition, evidence that the applicant can effectively complete the proposal in a timely manner should be an important consideration.
3. Planning grants should be awarded to areas with the greatest likelihood of success. This should include a demonstration that all interests have signed on to the planning project, including affected governments and transportation agencies, as well as neighborhood, business, environmental and social interest groups.

4. The program should adopt the philosophy that planning and regulation is essential but not enough. The emphasis should be on planning grants that will clearly lead to implementation and implementation grants in areas that build on a strong planning and regulation base and can deliver effective projects.
5. The draft criteria recognize the importance of committing non-federal funding sources. While this is important, an equal demonstration of commitment is with formula TEA-21 funding categories (such as STP) and other federal sources (such as Housing and Clean Water grants) that are allocated at the state or local level.
6. The criteria that emphasizes using TCSP funds to leverage new initiatives and not to fund initiatives already programmed in the MTIP or STIP is appropriate with one clarification. Consideration of a TCSP grant for an unfunded phase of a project that is already funded is an appropriate initiative to consider. For example, the Portland region has used both CMAQ and STP funds to fund 12 specific Transit-Oriented Development projects along the East and Westside light rail. An appropriate application to consider would be for a TOD project that is not currently funded or is only partially funded.
7. The program should consider applications that produce a result that can be replicated both locally and nationally. As a pilot program, the intent is to learn from the experience for dissemination elsewhere in the country. Projects that are so unique to the circumstances that cannot be repeated elsewhere should be avoided.
8. The guidance requests feedback on whether there should be a grant cap or a specific split between planning and implementation. No, the merits of the applications should be considered recognizing that within the dollars available, a large grant will not be feasible. In addition, USDOT should endeavor to fund both planning and implementation and not second guess the right mix between the two.
9. The guidance requests feedback on whether land acquisition and right-of-way should be allowed. Yes, these are important elements of a project that should not be unilaterally excluded. Land acquisition for TOD projects is appropriate and has been employed with STP funds in the Portland region. Acquisition of land for access control and traffic calming projects should also be allowed.
10. The guidance requests feedback on the importance of timely implementation. Since this is a Pilot Program, timely implementation is very important and should be used as a mandatory criterion for the program. Grant awards should only be made if results are available to impact the next transportation authorization bill in 2003.
11. Consideration should be given in the research program to contract with the Association of Metropolitan Planning Organizations in FY 2002 to assess the results of the program in order to impact the reauthorization process in 2003.



METRO

November 12, 1998

FHWA Docket FHWA-98-4300
USDOT Dockets Room PL-401
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear FHWA Officials:

The Portland region Metropolitan Planning Organization, Metro, and the Oregon Department of Transportation (ODOT) have reviewed the solicitation for comments and participation in the Value Pricing Pilot Program as re-established under TEA-21. This program is a needed and timely response to a growing national problem with congestion. Many cities around the country are experiencing serious congestion which they are unable to solve due to limited financial resources, environmental concerns, and substantial growth in VMT over the past several decades.

As a participant in the Pilot Program under ISTEA, the Portland metropolitan region has a great interest in the recent federal register notice. As you know, Metro and ODOT are sponsoring a study of value pricing called Traffic Relief Options. Our main concern is that the program continues to expand the types of congestion pricing projects implemented. We would not want to see all of the funds committed up front to a series of relatively similar High Occupancy Toll (HOT) lane projects. Our pre-project study is looking at a series of complex and comprehensive options. In order that the greatest benefit can be derived, pre-project studies like ours as well as existing implementations, we recommend that a diverse array of projects be funded over the life of the bill. That and other comments are further set forth below.

General Comments

Since its inception in 1996, we have seen a positive change in the character of discussions on the topic both locally and around the country.

A large measure of the increased acceptance of value or congestion pricing must be credited to the Congestion Pricing (now renamed Value Pricing) Pilot Program. Program staff have developed an extremely effective program dedicated to furthering the understanding, acceptance and use of a relatively new and controversial concept. Since its inception, largely due to the pilot program, the concept has gained a lot of credence and has been implemented in several locations in the U.S. On the ground projects

include I-15 in San Diego, SR-91 outside of Los Angeles, the Katy Freeway in Houston, and the two bridges in Lee County, Florida.

The broad outlines of the program are appropriate. While the program has achieved success in the implementation of HOT lanes, we would be concerned if it were limited to a series of identical projects. We, therefore, support the broad range of projects encouraged under the notice as set forth below:

- a preference for projects that are more comprehensive including pricing of entire areas and multiple facilities or corridors;
- a willingness to consider a wide variety of pricing approaches (including single lane options and parking pricing) as long as standards of time-of-day variability of price, geographic coverage and effect on congestion are met;
- funding of pre-project studies;
- a strong preference for projects that add to the base of knowledge through variations in project design and implementation.

In addition, the application requirements are targeted to lessons learned in other studies such as:

- support from local officials
- attention to equity issues and mitigation
- a well designed evaluation process.

Specific Comments

The Portland MPO and ODOT support and encourage those aspects of the Value Pricing Pilot Program, which will promote the broadest understanding and use of the concept. Our specific comments to the notice are described below.

Seek Variety of Pricing Types and Applications - The program goals of expanding the use of this concept can best be served through seeking a diversity of pricing types and technology in applications as laid out in the Potential Project Types section of the notice. Increasing the knowledge base is the best way to ensure that the full benefits of congestion pricing are realized. Local initiatives should be responded to flexibly. However, it is important to maintain firm minimum standards such as pricing variability by time of day and degree of coverage, especially with non-road based pricing (such as parking pricing), in order to ensure that the program funds are dedicated to effective congestion pricing projects.

Fund Pre-project Studies - Continued funding of at least some pre-project studies is also an important component of expanding the understanding of this relatively new concept.

The success of the on-the-ground projects has no doubt stirred more interest in the program. However, many areas will want to undertake studies prior to implementation of the still relatively new tool, particularly if they are contemplating a different or more comprehensive pricing approach.

Disburse Funds Evenly over Program Life - Also necessary to a productive program is willingness to consider applications that may come out of current studies or projects. These later applications build on previous work and take advantage of the knowledge base. Therefore, we request that funds be disbursed over several years rather than committing all funds up front to a number of similar proposals.

Fund Capital Costs/Phasing of Large Project - The notice also encourages comprehensive proposals. This is appropriate given that more all-encompassing pricing regimes are more difficult to gain consensus on, but potentially provide greater transportation and economic benefits. However, as the coverage increases, so do the capital costs. Capital costs of equipment should be eligible. Also, clarification should be made as to whether program funds can be made available for any portion of costs for roadway improvements associated with the pricing project. In addition, for larger projects, the three-year limitation on self-sufficiency should be relaxed or separate phases with separate timelines should be permitted.

Equity - It is appropriate that the application requests information about projected social and economic effects. Equity is a significant issue for value pricing, and related public concerns about it present possible barriers to implementation. As with any new program, it is important that the overall economic costs and benefits be considered. However:

1. The type of information needed to estimate potential equity effects should be spelled out so that local jurisdictions have a clear guide to standards and the benefits of various proposals can be compared. It will also assist with assessment of the effectiveness of proposed mitigation; and
2. An essential part of a meaningful analysis of equity impacts is an evaluation of actual impacts on low income and other disadvantaged drivers. A post-implementation evaluation of equity should be required of all projects. This requirement should be spelled out as part of the application process.

The Portland Pricing Study

The Portland study is one of the more comprehensive studies under the Congestion Pricing Pilot Program. Staff and consultants are currently evaluating eight roadway-pricing options selected by our citizen task force. The eight options cover the range of pricing approaches from the most comprehensive (such as pricing a corridor or whole

facility) to approaches that are more limited in scope (such as pricing partial facilities or a spot). Earlier in the study, parking and area pricing were also reviewed. The options also cover the region's most congested highways: I-5 and I-84 and Highways 26, 217, 99E and 43.

Our study also has perhaps the most extensive public participation process of all pilot studies. We have learned a great deal about public attitudes from focus groups, meetings with interest groups, stakeholder interviews, numerous presentations before civic groups and city councils throughout the region, workshops with the general public and responses to a questionnaire on our website. Feedback from these sources has been incorporated into the study evaluation process.

In early 1999, the task force anticipates selecting three options for final public review. The study is expected to be completed in the summer of 1999 at which time the task force will recommend a regional policy with respect to congestion pricing and, if appropriate, propose the parameters for a demonstration project.

As our process has reviewed a broad range of types and involved extensive feedback from the public, the information it produces will be extremely important for future implementations. We, therefore, respectfully request that FHWA pace project commitments so that they have the ability to consider funding projects that result from studies like ours.

Sincerely,

Ed Washington, Chair
Joint Policy Advisory Committee
on Transportation

Henry Hewitt, Chair
Oregon Transportation Commission

cc. Hank Honeywell,
FHWA Division Administrator

PRIORITIES 2000

SUMMARY OF NOMINATIONS BY JURISDICTION AND MODE

	Clack Co.	Mult Co.	Wash Co.	City of Ptld	Regional	TOTAL
Modernization	\$16,388,810	\$18,392,300	\$49,127,290	\$11,254,813		\$95,163,213
Reconstruction	\$5,915,190			\$17,642,935		\$23,558,125
Freight				\$54,176,850		\$54,176,850
Bridge				\$12,903,345		\$12,903,345
Bicycle	\$4,750,241	\$1,076,760	\$5,649,342	\$10,947,257		\$22,423,600
Pedestrian	\$480,100	\$1,345,500	\$1,984,250	\$3,521,510		\$7,331,360
Boulevard	\$8,347,000	\$5,128,071	\$6,341,000	\$13,908,900		\$33,724,971
TOD				\$2,692,500	\$10,000,000	\$12,692,500
Transit	\$2,069,200		\$5,175,000		\$53,000,000	\$60,244,200
TDM					\$5,720,000	\$5,720,000
Planning					\$2,485,500	\$2,485,500
Misc.					\$900,000	\$900,000
Total	\$37,950,541	\$25,942,631	\$68,276,882	\$127,048,110	\$72,105,500	\$331,323,664

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11/4/98

**Priorities 2000
Projects Nominations Summary**

Road Modernization

CM1 West Linn	Highway 43: "A" Street/Pimlico Drive Widen to three lanes with landscaped median with turn pockets, two 5 foot bike lanes and two 8 foot sidewalks	\$990,810
CM2 Clack Co	Harmony/Linwood Railroad Avenue Intersection Request for PE to construct grade separation of the intersection from the UP/SP RR tracks and improve access to future Linwood LRT station	\$448,500
CM3 Clack Co	Sunnyside Road: 122nd/172nd Request for final design funds for widening of Sunnyside Road to five lanes	\$2,691,000
CM4 Clack Co	Sunnyside Road: 122nd/132nd Widen Sunnyside from two to five lanes	\$4,000,000 Note: Is timing realistic?
CM5 Clack Co	Sunnyside Road/Mt. Scott Creek Bridge Request for additional funds to construct bridge and environmental remediation work associated with the programmed widening of Sunnyside from I-205 to 122 nd	\$1,400,000 Note: Would supplement \$6.4M of previously allocated regional fi
CM6 Clack Co	Johnson Creek/I-205 Ramps PE funds for upgrade of SB ramps	\$448,500 ODOT concurrence?
CM7 Clack Co	Clackamas County ITS/ATMS Plan Funding to develop advanced transportation management system plan for County and city facilities, including signal interconnection and timing optimization, communication and computer processing requirements, traffic and incident management strategies	\$50,000 Note: Review app Cto clarify overall County strategy and resources for ITS implementation
CM8 Clack Co	Clackamas County Traffic Control Center Funds to purchase and install traffic management computers and communication equipment in a Traffic Control Center to be located in the new County complex at the Clackamas Regional Center	\$400,000

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Road Modernization

CM1 West Linn	Highway 43: "A" Street/Pimlico Drive Widen to three lanes with landscaped median with turn pockets, two 5 foot bike lanes and two 8 foot sidewalks	\$990,810
CM2 Clack Co	Harmony/Linwood Railroad Avenue Intersection Request for PE to construct grade separation of the intersection from the UP/SP RR tracks and improve access to future Linwood LRT station	\$448,500
CM3 Clack Co	Sunnyside Road: 122nd/172nd Request for final design funds for widening of Sunnyside Road to five lanes	\$2,691,000
CM4 Clack Co	Sunnyside Road: 122nd/132nd Widen Sunnyside from two to five lanes	\$4,000,000 Note: Is timing realistic?
CM5 Clack Co	Sunnyside Road/Mt. Scott Creek Bridge Request for additional funds to construct bridge and environmental remediation work associated with the programmed widening of Sunnyside from I-205 to 122 nd	\$1,400,000 Note: Would supplement \$6.4M of previously allocated regional fi
CM6 Clack Co	Johnson Creek/I-205 Ramps PE funds for upgrade of SB ramps	\$448,500 ODOT concurrence?
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CM8 Clack Co	Clackamas County Traffic Control Center Funds to purchase and install traffic management computers and communication equipment in a Traffic Control Center to be located in the new County complex at the Clackamas Regional Center	\$400,000

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CM9 Clack Co	Clackamas County ITS Startup Funds Funds to hire program manager, staff and supplemental equipment purchases needed to operate ITS program for two years.	\$200,000
CM10 Clack Co	Clackamas Regional Center ATMS Program Signal upgrade on 8 major arterials and other street providing access to circulation within Clackamas Regional Center. Associated traffic management technology (e.g., message signs, CCTV cameras, etc) to regulate traffic flow, manage incidents and optimize capacity.	\$700,000
CM11 Clack Co	Purchase new Signal Controllers Upgrade 170 controllers to Type 2070 to enhance automation of traffic detection and management	\$1,000,000
CM12 Clack Co	Advanced Signal Communication Installation of approximately 100 phone drops into isolated signal controllers throughout the County enabling interconnection of signals, optimization of timing plans and remote maintenance diagnostics	\$60,000
CM13 Oregon City	Beavercreek Road: Highway 213/Mollalla Widen 3,600 feet of Beaverton Road from two to five lanes with enhanced median, bike and pedestrian facilities	\$1,500,000 Note: Confirm street design classification consistency
CM14 Oregon City	Beavercreek Road/Highway 213 Intersection Modernization of the intersection to provide new signal equipment, dual left turn lanes, better sight distance/geometrics, bike and pedestrian facilities and some ramp construction	\$2,500,000
CM15 Lake Oswego	Boones Ferry Rd: Washington Court/Madrona Street Improve Boones Ferry Road	\$1,350,00 Note: App is inadequate: does not provide sufficient detail and does not address street design guidelines
CM16	Moved to Pedestrian Mode	
PM1 Portland	Portland Arterial/Freeway System Integration Enhancement of city-wide ATMS system to integrate management of significant corridors, establish transit priority and adaptive signal control capabilities and	\$750,000

enable sharing of operations information between jurisdictions

PM2 Portland	Broadway/Weidler: Larrabee/Sandy Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	\$590,000
PM3 Portland	Barbur Boulevard: I-405/South City Limits Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	\$550,000
PM4 Portland	Sandy Boulevard: E. Burnside/82nd Avenue Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	\$340,000
PM5 Portland	82nd Avenue: PDX/Flavel Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	\$350,000
PM6 Portland	MLK/Interstate Avenue: N. Denver/SE Clay Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	\$550,000
PM7 Portland	SW BH Highway: Terwilliger/Shattuck Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	\$100,000

PM8	SE Foster Road: 136th/Barbara Welch Road	\$3,836,813
Portland	Extend urban improvement of Foster to Barbara Welch Road; signalize intersection, reconstruct bridge crossings, illuminate and enhance bike/ped facilities	Note: app project description is inadequate to address community street design issues
PM9	S/N LRT Crossing of I-5/Broadway-Weidler	\$3,588,000
Portland	Design and implement preliminary improvements needed to facilitate and mitigate impacts of LRT crossing	Note: app needs more detail for modeling of impac
PM10	SE Foster Road/Kelly Creek Bridge	\$600,000
Portland	One-half of funds needed to convert culvert to bridge, enabling fish passage and riparian corridor enhancement	
PM11	PDX ITS	\$2,420,000
Port of Portland	Deploy a Traffic Management and Traveler Information system at PDX with regional connectivity to provide traffic management, incident detection and response, remote traveler information and parking management capabilities.	
WM1	Farmington Road: Hocken/Murray	\$7,685,496
Beaverton	Widen Farmington Road to five lanes with bike lanes and sidewalks. Provide double left at Farmington/Murray "Boulevard" intersection	
WM3	Cornelius Pass Road: US 26/Pickering Drive	\$290,000
Wash Co	1,000 feet extension of the SB auxiliary lane on the Cornelius Pass overcrossing of US 26 to Pickering Drive intersection	
WM4	Washington County ATMS Program	\$322,000
Wash Co	Funding to implement traffic monitoring and regulation system on the County's major road network, including CCTV cameras, message boards, signal optimization and computer equipment purchase	
WM5	Murray Blvd Overcrossing: Millikan/Terman	\$1,800,000
Wash Co	Project would widen existing 321 foot bridge from two to four 12 foot lanes with six foot bike lanes and sidewalks of six foot width on the surface street sections and eight foot width across the bridge	Note: requested funds supplement a \$3.75M TEA-21 "high priority" allocation. Proposed sidewalk section non-compliant with regional street

		design class
WM6 Wash Co	Hall Boulevard: Cedar Hills/Hocken Build 750 feet, three lane extension of Hall with two 12 foot travel lanes; a continuous left-turn lane, sidewalks and bike lanes	\$1,345,500 Note: inadequate detail to determine Design Guideline compliance. Would this extend Hall "Boulevard" to Hocken?
WM7 Wash Co	231st Avenue: Borwick Road/Baseline Construct 650 foot, three-lane viaduct over Rock Creek as part of extension of 231 st to TV Highway. Includes eight foot sidewalks, six foot bike lanes and new signal at Baseline	\$10,700,000 Note: address community street design classification
WM8 Wash Co	Cornell Road Signal Interconnection Interconnect 11 signals from Ambergeln Parkway/Stucki Avenue to Brookwood	\$225,000 Note: please provide project
WM9 Wash Co	BH Highway/Oleson Road/Scholls Ferry Road Intersection Reconstruct/modernize this Regional "Boulevard" intersection	\$1,080,000 Note: move to boulevard
WM10 Wash Co	Cedar Hills Boulevard/Barnes Road Intersection Reconstruct intersection and approaches (new NB/SB travel lanes and left turn refuge and new EB/WB right turn lanes), upgrade Cedar Hills/Barnes signal, install new signal at US 26 off-ramp to Cedar Hills, interconnect four signals between Barnes and Butner	\$1,782,000 Note: revise app to address community street/boulevard design guidelines; provide schematic of old/new facilities, including dimensions and length of section improvements; provide evidence of ODOT approval
WM11 Wash Co	Bethany Boulevard: West Union/Bronson Widen to three lanes (14-foot median) with 5.5-foot sidewalks, six-foot bike lanes, sound walls, etc.	\$4,410,000 Note: does not comply with community street design guidelines
WM12 Wash Co	Cherry Lane/Cornelius Pass Road Reconstruct Cherry Lane as public component of new, mostly privately financed east/west collector from 185 th to 231 st	\$1,080,000

WM13 Hillsboro	SE 10th Avenue: E. Main/SE Baseline Construct new 12 foot wide, 900 foot long turn lane and new 13 foot sidewalk in station area	\$1,350,000
WM14 Hillsboro	Aloclek Drive: NW Amberwood/Cornelius Pass Road Purchase 70 foot of right of way for new three lane road	\$315,000
WM15	Duplicate of WM7	
WM16 Hillsboro	NE 28th Avenue: NE Grant/E. Main Street Cost for bike and pedestrian components of planned widening of 28 th to three lane minor arterial. New facility would intersect Orenco LRT Station and provide new north/south access to Hillsboro and improve circulation within the regional center	\$1,755,000
WM17 Tualatin	I-5/Nyberg Interchange Widening Cooperate with ODOT to widen Nyberg overcrossing with two new travel lanes and sidewalks and widen SB off-ramp from I-5 to Nyberg	\$3,611,540 Note: does not mention bike lanes
WM18 Tigard	SW 72nd: 99W/Hunziker Street Widen approximately ¾ mile of 72 nd Avenue from three to five travel lanes of 11 foot width with 12 foot median, 13 foot sidewalks with planter strips and bike lanes (total right of way of 92 feet)	\$2,691,000
WM19 Tigard	SW Greenburg Road: Washington Square/Tiedeman Avenue Widen 3,100 feet of Greenburg from three to five lanes. Improve pavement from Washington Square Drive to Highway 217; provide transitions on Tiedeman to Greenburg intersection and on Greenburg past intersection with Tiedeman	\$2,242,500
MM1 Mult Co	207th Avenue Connector: Halsey/Glisan/223rd Request for additional funds to cover cost overrun on this project that is currently under construction	\$1,345,000
MM2 Mult Co	Halsey Street: 223rd/238th Widen approximately 4,000 feet of Halsey to three lane minor arterial, including sidewalks and bike lanes	\$1,090,000 Note: revise app to address community street design guidelines
MM3	223rd Avenue RR Overcrossing	3,402,900

Mult Co	Reconstruct substandard overcrossing to widen from 20 feet to Collector of Regional Significance standards, including bike connections to 40 mile loop and regional recreations and freight facilities	
MM4 Mult Co/ Gresham	Stark Street: 257th/Troutdale Road Widen 3,000 feet of Stark to three lanes with bike lanes and sidewalks	\$2,690,400
MM5 Mult Co	242nd Avenue: I-84/Stark Conduct PE for construction of Mt. Hood Parkway first phase	\$3,268,000
MM6 Gresham	257th Avenue: Division/Powell Valley Road Widen 5,600 feet of 257 th to five lane major arterial with bike lanes, sidewalks, traffic signals, landscaping, lighting and drainage to match current dimensions at Division	\$4,596,000 Note: revise app to address community road and Boulevard Intersection design guidelines
MM7 Gresham/ Mult Co	Gresham/Multnomah County ATMS Program, Phase 3 Install 12 CCTV cameras, 12 variable message signs and five highway advisory radio emitters throughout City/County facilities for detection and management of arterial incidents, especially in proximity to freeway facilities	\$2,000,000

**Priorities 2000
Projects Nominations Summary**

Roadway Reconstruction

CR1 West Linn	Willamette Falls Dr: 10th/Sunset Reconstruct badly deteriorated roadway to enable transit vehicle use and improve bike/pedestrian accessibility.	\$3,313,890
CR2 Clack Co	Johnson Creek Blvd: 36th/45th Reconstruct pavement and provide two 11' travel lanes w/ 6' bike lanes, 5' sidewalks and landscaping on the south side only.	\$1,076,400 Relate to community street design guidelines.
CR3 Milwaukie	Lake Road: Oatfield/Hwy 224 Reconstruct 4,350'; narrow lanes to 11' w/ new 10' left and right turn lanes at Oatfield and 5' sidewalks on both sides of street. Provide raised medians, bus pullouts and widened sidewalks at bus stops.	\$1,524,900 Confirm consistency with community street design guidelines.
PR1 Portland	Bybee Boulevard Overcrossings Replace the existing structure over SE McLoughlin Boulevard	\$5,234,892
PR2 Portland	SE Stark Street Overlay: 122nd/146th Reconstruct 1.2 miles with overlay and new stormwater drainage facilities	\$1,351,523
PR3 Portland	NW 23rd Ave: Burnside/Lovejoy Street Reconstruct NW 23 rd Ave pavement and restripe facility to accommodate one lane of traffic in each direction, on-street parking and accommodate bicyclists on street	\$825,262
PR4 Portland	SE 39th Ave: Powell/Holgate Reconstruct SE 39 th Avenue pavement and restripe facility to accommodate two lanes of traffic in each direction, left turn bays at major intersections, provide corner curb ramps compliant with ADA standards. Upgrade and retime signals within corridor and centralize signal management to aid efficient movement of goods and services.	\$1,340,067

PR5 Portland	SE Holgate Blvd: SE 42nd Ave/SE 52nd Ave Reconstruct SE Holgate Blvd pavement structure and stormwater drainage facilities. Reconstruct corner curb ramps to ADA standards	\$797,341
PR6 Portland	SW Market/Clay Couplet: Naito Prkwy/SW 12th Reconstruct both streets, curb to curb with full-depth base pavement. Rebuild corner curb ramps to ADA requirements. Renovate traffic signal loops to moderate traffic flow through Central City.	\$3,663,128
PR 7 Portland	SE Washington St: 82nd/109th Reconstruct SE Washington Street pavement and structure and restripe the facility to accommodate EB traffic in the Stark/Washington couplet. Reconstruct corner curb ramps to ADA standards. Reconstruct signal at the SE 102 nd /103 rd Ave. intersection	\$1,087,353
PR8 Portland	NE Cully Blvd: Prescott/Killingsworth Reconstruct parts of the roadway and overlay the entire length of the project. The road will remain in its two-lane configuration. Future phase will widen the roadway , add bike lanes and curb/sidewalks and signalize the Cully/Prescott intersection	\$402,978
PR9 Portland	Hayden Island Dr: N. Center Ave/N. Farr St. Reconstructs North Hayden Island Drive in vicinity of the retail center and restripes it to accommodate four travel lanes and a continuous left turn lane	\$1,440,391
PR10 Portland	SW/NW Naito Parkway: NW Davis/SW Market Supplement previous allocation to reconstruct Naito Parkway and restripe to accommodate two lanes of traffic in each direction, left turn bays, median islands, and on-street bicycle facilities. Replace many badly deteriorated brick crosswalks with architectural concepts. Rebuild corner curb ramps to ADA standards	\$1,500,000
PR11 ODOT	I-405: Fremont Bridge/I-5 Renovate 30 acres of shoulder landscaping on I-405 through downtown Portland with “attractive, low maintenance, hearty” trees and plants complemented by grass areas and new irrigation.	\$900,000

**Priorities 2000
Projects Nominations Summary**

Freight Improvement

PF1 Portland	Lower Albina Overcrossing Construct overcrossing of rail facilities to eliminate freight vehicle delay experienced when trains block multiple local street intersections.	\$4,000,000
PF2 Portland	North Marine Drive Reconstruction 4R Widen 2.5 miles to five lanes w/ bike lanes and sidewalks and vegetation buffer of adjacent trail and natural resource area beginning at the Columbia Slough to North Marine Drive Overpass	\$1,795,000 Note: Describe current configuration
PF3 Portland	SE 7th/SE 8th Avenue Connector Improve freight and vehicular access to SE Industrial District from Ross Island Bridge by realignment of SE 7 th to provide a continuous street connection with SE 8 th Avenue.	\$2,511,600
PF4 Portland	Columbia Corridor at 82nd Avenue NE Webster Street/NE Holman Street Removal of two interchanges and reconstruct at-grade intersections at NE Columbia and NE Killingsworth	\$16,146,000
PF5 ODOT	E. Columbia to Lombard Connection NE 82nd/I-205 Interchange Expanded railroad overcrossings, interchange and intersection modifications at 82 nd Avenue, I-205 and Columbia and Lombard	\$29,500,000
PF6 Portland	Powell/SE 8th Signalization New traffic signal and left turn pocket at SE Powell/SE 8 th to limit freight infiltration to SE residential neighborhoods.	\$224,250
PF7 Port of Portland	Marine Dr: BNSF O'Xing/Kelly Point Park PE for second phase of widening. Design 1,400 rail O'xing; construct 64' wide curb-to-curb pavement w/ four 12' travel lanes, two 6' bike lanes, 4' median; add sidewalks.	\$1,794,000

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Bridge Improvements

PBr1 Mult Co/Portland	Broadway Bridge Painting The paint on main truss of spans above the deck needs to be removed and the trusses painted	\$7,960,875
PBr2 Mult Co/Portland	Morrison/Burnside Bridges Electrical Upgrade Replace and upgrade electrical control systems for traffic control gates, signals and lighting on the Morrison and Burnside Bridges	\$1,291,680
PBr3 Mult Co/ Portland	Broadway Bridge/Approaches Rehabilitation Phase 5 Replace deck grating on the main span of bridge November 4, 1998	\$3,650,790

Priorities 2000 Projects Nominations Summary

Bicycle Improvements

CBi1 Clack Co	Roethe Road: River Road/McLoughlin Widen 0.38 miles to accommodate joint, striped, shared bike/pedestrian path in both directions. Install curbs and drainage. This project falls within the McLoughlin Corridor Study area just northwest of Gladstone. Full sidewalks in follow-up project.	\$430,704 Why not a complete project w/ sidewalks? Are curbs throwaway?
CBi2 Clack Co	SE Fuller Road: Harmony/King Widen west side of road. Stripe 6' bikelanes, construct new sidewalk, curbs/drainage on west side, infill east side sidewalks.	\$592,218 Describe allocation of complete corridor ROW in relation to community street design guidelines.
CBi3 Clack Co	Phillip Creek Greenway Trail: Causey Ave/Mt. Scott Greenway Trail Construction of 1.1 mile trail mostly within Clackamas Regional Center boundaries.	\$468,391
CBi4 Clack Co	Portland Traction Company Trail: Park/Glen Echo Construct 3.6 miles of mixed 10'- 12' multi-use trail and 6'- 10' on-street segments along historic street car ROW.	\$1,076,760
CBi5 Clack Co	Hill/Thiessen Roads Bike Infill Widen sections of Hill/Thiessen Roads between Oatfield and Webster to construct cumulative 5,700' of missing bike lanes. Completes bike connections between McLoughlin and Linwood corridors.	\$601,191
Cbi6 Milwaukie	Linwood Ave: Monroe/Cedarcrest Construct 6' sidewalk/5' landscape strip on both sides of street with widened bus stop pads and 1,450' of stormwater improvements; restripe to provide 6' bikelanes and two 11' travel lanes (replacing previous 12' lanes).	\$448,650 ?

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CBi7	Clackamas Regional Center District Park Multipurpose Trail:	\$278,163
Clack Co	Harmony Road/82nd Avenue Park Trail would run from 82 nd Avenue to Lake Road primarily within the Clackamas Town Center Regional Park, south of Harmony Road, west of 82 nd and north of the Union Pacific Railroad main line	
CBi8	Jennifer Street: 106th/120th	\$444,164
ClackCo	Construct an 8' shared bike/pedestrian path along 3,500' of Jennifer (south side only) in a largely industrial area . Topography precludes a more complete solution.	
CBi9	Town Center Park Bike/Ped Connections	\$200,000
Wilsonville	Strip and sign 5'–6' bike lanes from Parkway Avenue in Wilsonville, east to the proposed Town Center Park access off Town Center Loop east. Acquire 700 feet of 12' ROW and construct eastern access to the park	
CBi10	Parkway Avenue/Town Center Loop Bikeway	\$40,000
Wilsonville	Sign and re-stripe Parkway Avenue in Wilsonville from Boeckman Road to Town Center Loop, creating two 15 foot shared bike/vehicle lanes and one 12 foot center turn lane; sign and re-stripe Boeckman Road and Town Center Loop creating bike lanes that will connect with an existing 12 foot pedestrian bike pathway that leads into Town Center Park	
CBi11	Parkway Center Dr: Ellingsen Rd/Burns Way	\$20,000
Wilsonville	Stripe and sign 1,200' of on-street bike lanes 5 to 6 feet in width. Erect appropriate bike lane and safety signage for a larger adjacent area	
CBi12	Willamette Shoreline Rail: Lake Oswego/Sellwood Bridge	\$150,000
Portland	Feasibility Study for Multi-Use trail	
WBi1	Fanno Creek Bike Path: Allen/Denny	\$74,451
Beaverton	Supplemental funds for programmed multi-use path.	
WBi2	Hall Boulevard Bikeway: 12th /Allen	\$1,437,891
Beaverton	Complete regional bike system from Farmington to Hwy 217 by constructing 1,500' of bike lanes on Hall Boulevard from 12 th to 700' south of Allen. Widen the Hall/Allen intersection and add additional left turn lanes at NB/SB Hall (i.e., double left turns at both approaches) together with other intersection improvements.	High cost for intersect'n mod. Stand-alone efforts are joined. Rank separately?

WBi3 Wash Co	185th: Blanton/Kinnaman Supplemental funds to complete programmed construction of 5' bikelane, 5' sidewalk on west side of 185 th .	\$1,800,000 Address community street design guidelines
WBi4 Wash Co	Cedar Mill Multi-Use Path Project Cornell Road from 119th to 113th Provide a combination bike/ped path that would help fill the gap between existing bike and ped facilities at Cedar Hills Blvd/113 th and 119 th Avenue	\$900,000
WBi5 Wash Co	Cornell Road Bikeway Elam Young Parkway to Ray Circle Retrofit Cornell Road to add a 6-foot wide bike lane. This entails about ½ mile segment of Cornell Road that will connect two existing bike lanes segments to form a continuous 3 mile bikeway	\$540,000
WBi6 Tualatin Hills Park/Rec District	Tualatin River Pedestrian Bridge Project would connect to existing pathways in Tigard Cook's Park and Durham City Park. Would run across the Tualatin River and include safety fencing and connecting ramps within Tualatin Community Park	\$897,000
MBi1 Gresham	Gresham Fairview Trail: Springwater Trail/Marine Drive 5.2 mile multi-use path designed for bike and pedestrian use	\$1,076,760
PBi1 Portland	Morrison Bridge Pedestrian Bike Accessibility Permanent bike, pedestrian and disabled access across main span of the Morrison Bridge. Reduce number of lanes from 6 to 5 lanes (3 westbound and 2 lanes eastbound)	\$1,569,750
PBi2 Metro	Peninsula Crossing Trail, North Portland Road Improvements Complete second phase of Peninsula crossing trail project from present terminus on N. Portland Road at the Treatment Plant, north to Marine Drive	\$358,800
PBi3 Portland	Marine Drive Multi-Use: Bridgeton Road/13th Avenue Two direction bike path construction along the south side of Marine Drive	\$738,200
PBi4 Portland	SE 111th/112th Avenue: Market/Holgate Widen some road segments on 112 th (Holgate/Mt. Scott Blvd) build some retaining wall and drainage improvements to provide continuous 6' bike lanes on both sides of roadway	\$1,553,000

PBi5 Portland	Springwater Corridor: SE 174th/136th Construct two trail heads along corridor	\$1,794,000
PBi6 Portland	Eastbank Trail: OMSI/Springwater Trail Completion South end of SE Umatilla Street will be converted into bike boulevards. North end of Water Avenue from Caruthers Street south to the Oregon Pacific right of way will be paved with bicycle and pedestrian improvements	\$3,139,507
PBi7 Portland	Eastbank Riverfront Access and Neighborhood Connections Implement streetscape improvements to enhance the pedestrian experience along the designated routes through the Central Eastside Industrial area	\$1,345,500
PBi8 Portland	Willamette Greenway Trail: Willamette Cove Segment This project is on the banks of the Willamette River. It will involve development of a multi-use trail along the North Edgewater Street up to Willamette Boulevard	\$448,500

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Pedestrian Improvements

MP1 Mult Co	257th Ave: Cherry Park Rd/Stark Widen 8,500' of sidewalks from 5' to 9', underground 5,350' of overhead utilities and install raised median, 2 signal, streetscaping, lighting and other amenities.	\$1,345,500 Revise app to conform design to street design guidelines and confirm cost estimate for described scope of work
WP1 Hillsboro	Hillsboro Regional Center Ped Program: On 18 th Avenue, 21 st Avenue, Maple Street and Walnut Street improve sidewalks, lighting, pedestrian crossings, bus shelters and benches. Add curbs and storm drainage where needed	\$1,350,000
WP2 Beaverton	Milikan Way: Murrar/Hocken Construct 5' sidewalk with street lights for 3,000' along south side of Milikan Way	\$24,250 Relate to community street design guidelines
WP3 Wash Co	Saltzman Road: Marshall Rd/Dogwood Rd Construct sidewalks on the west side of Saltzman Road	\$63,000 Relate to community street design guidelines
WP4 Wash Co	Sentinel Plaza: Cornell Rd/Cedar Hills Blvd/113th Ave Multi-use path for pedestrians and bicyclists that connects to an existing path on Cedar Hills Boulevard	\$180,000
WP5 Wash Co	SW 170th Ave: Merlo Rd/Elmonica LRT Station Construct 9'-foot sidewalk along 1,100' of the east side of SW 170 th Avenue	\$52,000 Relate project to other elements of community street/station area guidelines

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WP6 Wash Co	131st and Fischer Roads Purchase ROW and infill curbs/sidewalks on one side of 131 st between Beef Bend and Fischer Rd and on Fisher Road between 131 st and 99W.	\$315,000
PP1 Portland	Capitol Hwy: SW Taylors Ferry/36th Ave Addition of 6' sidewalk on east side w/ 6' landscape/utility buffer strip; 5' bike lanes; bus stop pads/inbound shelters, stormwater drainage; reorientation of intersections and street crossings.	\$923,910 Address Community Blvd design issues at both ends of segment; confirm cost estimate for described work scope.
PP2 Portland	Capitol Hwy: Bertha/BH Hwy Intersection improvements. Realign 400' in each direction	\$400,000 MOVE TO MOD PROGRAM Submit schematic suitable for EMME/2 modeling; address Community/Regional Blvd designation of segment
PP3 Portland	West Burnside: Wildwood Trail O'Xing Pedestrian bridge over West Burnside at the location where the Wildwood Trail crosses Burnside	\$448,500
PP4 Portland	River District Pedestrian Improvements Improve pedestrian corridors and a segment of the Greenway Trail (NW 10 th and 11 th Avenues) 1 st Corridor (Hoyt St. connection to Riverfront Park) 2 nd corridor	\$1,614,600
PP5 Clack Co	Red Electric Line: Willamette Park/Olson Road Conversion of abandon rail corridor into a bicycle/pedestrian corridor	\$134,500
CP1 Clack Co	Scott Creek Lane Pedestrian Path 129th Avenue to West/Mt. Gate Road to East Construct 10' wide asphalt pedestrian path approximately 1,250 feet long, including a bridge crossing of Scott Creek	\$80,100
CP2 Clack Co	Washington St: Abernethy Rd/7th St Reduce from 4-lanes to 2-lanes w/ median and "boulevard-like" improvements.	\$400,000 Address Comm St design guidelines

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Boulevard Improvements

CBL1 Clack Co	Harmony Road: 82nd/Fuller Road Provide a center median/turn lane, narrowed travel lanes, standard width bicycle lanes, boulevard sidewalks, pedestrian crossings and median refuges, bus pullouts and corner curbing	\$2,500,000
CBL2 West Linn	Willamette Drive: "A" St/McKillican Provide median/turn lane, narrowed travel lanes, standard bicycle lanes, boulevard sidewalks, pedestrian crossings and median refuges, bus pullouts	\$1,081,500
CBL3 ODOT	McLoughlin Blvd: Harrison /SPRR X'ing Widen existing sidewalks, install landscaping and higher quality lighting	\$1,800,000
CBL4 Lake Oswego	"A" Avenue Improvement Extend first phase "A" Ave boulevard improvements to Highway 43	\$2,700,000
CBL5 Lake Oswego	Boones Ferry Rd: Mercantile//Kruse Way Pl Widen Boones Ferry 12' between Mercantile and Kruse Way Pl. and add NB lane through segment	\$265,500
MBL1 Gresham	Division St: Cleveland/Birdsdale Implement boulevard design along 1.5 mile street section through the Gresham Regional Center	\$3,589,200
MBL2 Gresham	Rockwood Transit Cntr: Stark/188th Expand pedestrian friendly treatments under construction in the Rockwood Transit Center renovation at 188 th and Stark Street	\$1,538,871
PBL1 Portland	Hawthorne Blvd: SE 20th/SE 55th Enhance bike, pedestrian and transit amenities w/in corridor, signalize new intersections and progress vehicle platoons similar to downtown pedestrian environment on appropriate stretches.	\$2,692,500

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PBL2 Portland	Gateway Regional Center Begin implementation of concepts identified in the Gateway Regional Center Transportation Study	\$2,261,000
PBL3 Portland	W. Burnside Blvd: Bridge/NW 23rd Avenue Develop a concept plan for preliminary engineering to balance vehicular with alternative mode function of the corridor.	\$2,691,000
PBL4 Portland	Barbur Blvd: Naito Parkway/65th Complete and enhance the existing pedestrian system by providing sidewalk connections to the surrounding neighborhoods. This project will enhance the existing transit system by improving access to bus stops	\$882,400
PBL5 Portland	So. Portland Circulation: I-405/Wil. River/Hamilton/Barbur Reconstruct SW Front between Arthur and Barbur as neighborhood collector street with a three lane cross section, boulevard-type treatment: street trees, wider sidewalks, left turn pockets with planted medians, signalized intersections with ped crossings and high amenity transit stops	\$5,382,000
WBL1 Wash Co	Cornell Rd: Trail Ave/Saltzman Rd Wider sidewalks, curb extensions, bus stop enhancements, raised medians, pedestrian scale lighting, street furniture, enhanced landscaping and “gateway features” at entry points to town center	\$1,800,000
WBL2 Hillsboro	Main St: 10th/20th Blvd Funding for reconstruction of TV Hwy/20 th intersection and enhancement of the Cornelius Main Street Couplet.	\$4,541,000
WBL3 Beaverton	Murray Blvd: Scholls Ferry/Barrows Construct new six-lane “Boulevard” intersection at Murran/Scholls Ferry; extend Murray as four lane major arterial to Barrows	\$6,442,254

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Transit-Oriented Design

RTOD1 Metro	TOD Program Region wide Program for transit-oriented development along eastside MAX and the Westside extension and South/North when a FFGA is approved	\$10,000,000
PTOD2 Portland	N Macadam District Streets and Connections Improvements in this request will be spread through the district, which is bounded by the Marquam Bridge to the north, the Willamette River to the east, SW Hamilton Court to the south and I-5 to the west. Connections into and out of the district to the regional system will also be included	\$ 2,692,500

November 4, 1998

**Priorities 2000
Project Nominations Summary**

Public Transit Projects

WTr1 Wash Co	Wash Co Commuter Rail: Wilsonville/BV Environmental work and design for trackwork improvements, stations, park and ride facilities, signals, switches and crossing protection for a Commuter Rail Project from Wilsonville to Beaverton.	\$4,500,000
WTr2 Wash Co	Bus Stop Enhancement Project Package of bus stop improvements including provision of bus shelters at high use stops, bus benches at stops with a medium level of boarding activities, lighting enhancements, landing pad improvements, pedestrian links and bicycle racks	\$675,000
CTr1 Wilsonville (SMART)	North Transit Center Park & Ride Land 2.5 Acres on the Corner of Elligsen Road Purchase of 2.5 acres of land on the corner of Elligsen and Parkway Center Drive for the purpose of constructing a transit center and 250 space Park & Ride	\$1,172,200
CTr2 Lake Oswego	Willamette Shore Line Trestle and Related Track Repairs Trestle repair work on seven miles of Willamette Shore Line	\$897,000
RTr1 Tri Met	1% Transit Service Expansion Purchase 60 standard buses to increase service hours by 1% over each of the next five years. Funds will offset Tri-Met allocation of \$18 million for Airport LRT.	\$18,000,000
RTr2 Tri Met	Service Increase for TCL and S/N LRT Purchase 56 new/replacement buses in order to transfer Tri-Met general funds to begin implementation of TCL service and establishment of S/N LRT ridership base. TCL service is equivalent to one-time service increase of \$3.0 million.	\$16,000,000

November 4, 1998

**Priorities 2000
Projects Nominations Summary**

Transportation Demand Management

TDM1 Tri Met/Region	ECO Implementation Project Funding needed by Tri Met to continue provision of its core services to the Regional Transportation Demand Management (TDM) program housed at Tri-Met.	\$2,800,000
TDM2 OOE/Region	Portland Area Telecommuting Project Five-year funding needed by the Oregon Office of Energy to continue contribution of its core Telecommute marketing efforts to the Regional TDM program housed at Tri Met	\$500,000
TDM3 DEQ/Region	Employee Commute Options Four-year funding needed by DEQ to continue contribution of its ECO "storefront" effort to the Regional TDM Program housed at Tri Met	\$420,000
TDM4 Tri Met/Region	Region 2020 Initiatives Request to reserve up to \$500,000 per year for a 4-year program to implement innovative transit solutions in and around the Central City, Regional Centers and other locations at the request of established TMAs. Requests would be evaluated by the TDM Subcommittee of TPAC on an annual or bi-annual basis under criteria yet to be determined.	\$2,000,000
TDM5 Tri Met/Region	TMA Startup Assistance Program Request for up to \$500,000 per year for a 4-year program to competitively award funds for conducting preliminary feasibility analyses and to provide 3-years of declining assistance per adopted regional procedures for establishment of Transportation Management Associations (TMAs). Focus would be on serving locations of high regional significance and/or related to implementation of the Transit Choices for Livability concept of community based transit provision	\$2,000,000

November 4, 1998

Priorities 2000
Projects Nominations Summary


Planning Project Nominations

RPlng1 Metro	Core Regional Transportation Planning Program FY 01-03 (3 years) funding to support staff, staff support and public involvement activities for Metro efforts in the areas of Transportation Planning, Travel Forecasting and Technical Assistance. These funds would support routine elements of Metro's planning functions, as opposed to major new initiatives. This includes conducting corridor studies, development of the regional transportation plan and MTIP, maintenance and incremental enhancement of the regional travel forecasting model, monitoring of regional transportation trends and statistics, communication of travel forecasting efforts and provision of technical services to Metro's regional partners.	\$2,083,000
RPlng2 Metro	Green Steets Handbook Funding for Metro staff/consultant project to prepare handbook providing guidance for addressing environmental design features in regional transportation facilities, especially concerning fish passage, road runoff, wildlife corridors and adjacency to sensitive habitats, with a focus on urban reserve facility planning.	\$89,700
PPlng3 Metro	Regional Freight Program Analysis/Communication Tools Funding for Metro staff to develop methodology for routine update of Commodity Flow Study data (e.g., truck counts, model refinement, etc.) and procedures for dissemination of data to users. Need is comparable to update and distribution of population/employment statistics maintained by Metro.	\$150,000
RPlng4 Metro	Bicycle Travel Demand Forecasting Enhancement Funding for Metro staff/consultants to conduct focus group/stated preference surveys of bicycle use factors and integrate data into calibrated model outputs that predict anticipated bicycle travel demand and distribution in the Metro's regional model and GIS system.	\$62,800

November 4, 1998



MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM:  Dean Lookingbill, Transportation Director
DATE: September 29, 1998
SUBJECT: Agenda Item VII. Bi-State Transportation Policy Advisory Committee

BACKGROUND

Bi-state transportation issues have and continue to be of a major concern to our region. Interstates 5 and 205 are the only transportation facilities to serve the needs of over 45,000 Clark County workers who commute daily to jobs in Portland. In addition to the commuters, the two interstates must serve business, commercial, freight and other personal travel needs. As the RTC Board is aware, both facilities experience severe traffic congestion. In particular, I-5 is jammed to capacity for three hours every weekday evening and two hours in the morning. While there is a good working bi-state relationship and both RTC and JPACT share membership, there are no projects programmed to relieve this congestion within the next 3 to 6 years. In addition, clarity and bi-state consensus needs to be achieved for a long-range strategy of bi-state improvements.

Recently, a number of events have occurred that make the need for a formal bi-state committee crucial. Some of these include the following: a) the discussion/implementation of the S/N LRT project has decidedly moved into nearly a Portland only project; b) the two-lane bottle neck at Delta Park remains a major concern to Clark County residents; c) the decision to move forward with an airport MAX extension increases the interest to reexamine I-205 options; d) impending painting, resurfacing, and construction projects on I-5 could create a commuter nightmare; e) heightened discussions about replacing the Interstate Bridge; and f) Metro's Strategic RTP includes no improvements to I-5 north. In fact, a look back at the entire six-year ISTEA program in the Portland region shows that neither I-5 nor I-205 received any significant federal funding. The solutions to the bi-state transportation problems are complex and will be in the "HIGH" cost category. A more deliberate bi-state partnership needs to be formed to identify both a short term and long term action plan to address traffic congestion on these two interstate facilities.

RECOMMENDED ACTION

Based on the issues and need stated above, the purpose of this memorandum is have the RTC Board of Directors consider the formation of a Bi-State Transportation Policy Advisory Committee. The Bi-State Committee would be authorized jointly by RTC and JPACT/Metro. The committee could be viewed as a subcommittee of RTC and JPACT and report all recommendations to both organizations. Membership would be drawn from RTC and JPACT

Agenda Item VII. Bi-State Transportation Policy Advisory Committee

September 29, 1998

Page 2

and for example could include the following: Vancouver, Clark County, C-TRAN, WSDOT, Portland, Multnomah County, Tri-Met and ODOT. RTC and Metro could jointly staff it. The members of the committee could be elected officials from the cities and counties and the directors of the other agencies.

The Committee would be authorized to address all transportation issues of bi-state significance in the I-5 and I-205 corridors between I-84 in Portland and the junction of I-5 and I-205 in Clark County. This could include multiple modes, maintenance, painting, resurfacing, new construction, corridor studies, and recommendations of short and long range improvement projects. Their charge would be to insure that the needed 1 to 6 year transportation investments are identified, funding is secured and that a consensus is reached for an implementation/financing plan to meet the long range transportation system needs of these two corridors.

The next step, following a favorable RTC Board discussion, would be to address JPACT with our concept. If it receives a favorable decision, then a bi-state agreement could be developed to list out charge, scope, membership, process, etc for the Bi-State Transportation Policy Advisory Committee.

The proposed idea is at its core a concept to initiate a focused partnership process in recognition that significant bi-state transportation investment on I-5 and I-205 is needed now. There is a need to coordinate the maintenance, preservation and construction projects currently programmed for construction, and to develop a clear bi-state strategy for the long-range transportation system. The bi-state committee proposed here might not be the only way to achieve the above objectives. Staff is prepared to move forward with this concept or any other ideas the RTC Board may have.

South Willamette River Crossing Study options for review

Draft

November 1998

Willamette River Crossing Study

Metro's role in this project is to bring jurisdictions together to agree on a strategy for crossing the river that supports land development plans. Metro has been working with interested citizens and jurisdictions to recommend a long-term bridge strategy for the Regional Transportation Plan. The Willamette River Crossing Study is evaluating the 20-year crossing needs for the Willamette, between the Marquam Bridge in Portland and the I-205 Bridge in Oregon City. The primary concern in this area is the age and condition of the Sellwood Bridge.

Sellwood Bridge background

The Sellwood Bridge is safe today, but it is nearing the end of its lifespan. Built in 1925, the structure is considered old and the lanes and sidewalks are too narrow. For safety and service levels, the Sellwood Bridge needs to be upgraded or replaced. Due to its age, the bridge requires more and more maintenance. This raises the question of whether the cost to maintain the bridge will become more expensive in the long-term than the cost to replace it.

The Sellwood Bridge serves the cities of Portland, Gladstone, Milwaukie, Oregon City, West Linn and Lake Oswego, which have all grown significantly in the past 73 years. Bridge congestion has grown as the population has increased.

In 1930, five years after the Sellwood Bridge was built, the population of Multnomah County was 338,241 and Clackamas County had just 46,205 people. By 1997, Multnomah County had almost doubled to 639,000 and Clackamas County soared to 317,700. The forecast for 2015 estimates Multnomah County growing to 741,690 people. Clackamas County is expected to grow to 460,166 people – a 10-fold increase from 1930.

Decisions to be made

Multnomah County owns the Sellwood Bridge. The county, the public and other jurisdictions need to make a decision about the Sellwood Bridge. Should it be upgraded and maintained, or replaced with another bridge? If it is replaced, where should a new bridge be built: in Multnomah County or fast-growing Clackamas County? How wide should it be? Which bridge designs are best and how do they differ in cost? How would the community be affected? What is the region willing to spend on the crossing solution(s)? How will service be provided for bicycles and pedestrians? The option, or package of options, selected by the public and involved governments, will be studied further in an Environmental Impact Statement (EIS). The EIS will analyze the benefits, costs and impacts of the proposed river crossing options. Following public review of the EIS, funding will need to be found for construction.

How decisions will be made

Following public review, decision-making committees will review the choices and public comments and make recommendations to the Metro Council. The decision-making committees are: the Transportation Policy Alternatives Committee (TPAC), a senior staff level policy committee, and the Joint Policy Advisory Committee on Transportation (JPACT). JPACT is a committee of local elected officials, Metro Councilors and other officials who coordinate transportation decisions for the region. The Metro Council is expected to hold a public hearing and make a final decision on the South Willamette bridge crossing in early to mid-1999.

The problem

There are five areas of concern that make up the overall bridge crossing problem:

2. Population and employment growth occurred without adequate investment in bridges crossing the Willamette River.
3. Willamette River crossing demand exceeds capacity.
4. Bicycle and pedestrian crossing options are inadequate.
5. The Sellwood Bridge is approaching the end of its expected life span
6. The region faces conflicting views about crossing options (for example, drivers want more bridge lanes but neighborhoods don't want more traffic).

Evaluating the options

Various options were identified for addressing the Willamette River crossing. The options have been evaluated on how well they:

- Move people across the river
- Reduce travel demand (provide more car, bus, bicycle and pedestrian choices)
- Reduce traffic congestion
- Minimize neighborhood impacts
- Support 2040 regional growth concept and local plans and policies
- Lessen environmental impacts
- Minimize costs

How to get involved

Opportunities to participate in this study include the following:

- Attend public meetings and hearings
- Request a speaker for your neighborhood, civic or business group
- Contact your elected officials at one of the involved jurisdictions
- Check the Transportation web site at www.metro-region.org
- Call the Transportation Hotline (797-1900) for information or to leave a message
- Call 797-1857 to speak with a staff member

Options for review

DRAFT

There are generally three locations being considered for a variety of different bridge options: Sellwood Bridge, Ross Island Bridge and several areas in Clackamas County (see map). The bridge options may be selected individually or in combination. They are considered for the year 2015, when increased transit service, better pedestrian and bicycle service, and programs are in place to encourage people to carpool, bike, walk or use transit instead of driving. The bridge options below include estimated costs to build and maintain a bridge over the next 100 years. This is the typical life span of a bridge.

Sellwood Bridge options

There are five options in considering the aging Sellwood Bridge; all involve either replacing or preserving the existing bridge.

PRESERVE

Preserve existing Sellwood Bridge under three different scenarios.
Each option would require repair and funding (between \$23 million to \$72 million).

- **Retain existing function** – retain same level of bridge standards.
Improvements would be made to the structure, including limited seismic retrofits, replacing several approach ramps and painting to keep the bridge in service.
Cost: \$40 million
Trade-offs: Least disruptive option, but it would not reduce traffic congestion or improve bicycle/pedestrian facilities. Existing load limits would remain in effect. Risk of bridge failure would remain in case of an earthquake or accident.
- **Rehabilitate to current standards** – includes additional seismic retrofits, replacing more approach ramps, widening existing lanes, adding pedestrian and bicycle facilities, reinforcing the structure to allow a return to standard load limits.
Cost: \$72 million
Trade-offs: This option would not affect traffic congestion but would improve pedestrian and bicycle access.
- **Close Sellwood Bridge to vehicle use** – maintain for bicycles and pedestrians to use the bridge.
Cost: \$23 million
Trade-offs: This option would improve service for bikes and walkers at low cost. Fewer total people would cross the river, and business and neighborhood access would be reduced. This option would increase the use of remaining bridges.

REPLACE

There are two replacement options: a two-lane or four-lane bridge with a full interchange at Hwy. 43 similar to existing bridge.

Replace the Sellwood Bridge with a new two-lane span
Cost: \$45 million to \$59 million, depending on design

Trade-offs: A two-lane bridge would cost \$5 million to \$19 million more than preserving the bridge in its existing function. It would improve bicycle and pedestrian conditions but would not relieve traffic congestion on the bridge. Traffic volumes forecast for Tacoma Street with the two-lane bridge would conflict with community goals to develop Tacoma for pedestrian access and mixed-use development.

Replace the Sellwood Bridge with a new four-lane span

Cost: \$59 million to \$81 million, depending on design and changes to Hwy. 43 and Tacoma Street.

Impacts: A four-lane span would increase traffic by 15 percent on the bridge and on Tacoma Street. The additional lanes and improvements would reduce bridge congestion and improve conditions for bicycles and pedestrians. Additional traffic in the Sellwood neighborhood would conflict with community goals to improve pedestrian access and encourage mixed-use land development. Turn restrictions and/or widening to allow left turns on Tacoma is one possible option to accommodate additional traffic but increases to allow more autos to use Tacoma further conflicts with goals to increase pedestrian access. There would be additional costs associated with improving Tacoma Street to handle forecast traffic volumes and address policy and design standards. The order of magnitude costs are still being developed.

(Insert “Who Uses the Sellwood Bridge” pie chart here)

Three new bridge options in Clackamas County

There are three possible new bridge crossings in Clackamas County: Milwaukie, North Lake Oswego and Marylhurst. They reduce demand on the Sellwood and I-205 bridges and serve Clackamas County travel needs.

7. Milwaukie Crossing – Two new bridge crossing options between Riverwood and Milwaukie are:

- New two-lane bridge between Riverwood and Milwaukie with a signal intersection at Hwy. 43 and either a signal intersection at SE 17th Street or direct access to Hwy. 224.

Cost: \$42 million to \$97 million depending on design and Hwy. 224 connections

- New four-lane bridge between Riverwood and Milwaukie with a full interchange at Hwy. 43, direct ramp access to Hwy. 224 and signal access to SE 17th Avenue.

Cost: \$114 million to \$157 million depending on bridge design and connections to Hwy. 224.

Trade-offs: The new Milwaukie crossing, especially the four-lane option, would reduce congestion on the Sellwood Bridge by shifting much of the Clackamas County travel that currently uses the Sellwood Bridge to the new bridge. It would be easier to get to Milwaukie but would impact existing and planned development eastward, west of the river. Additional traffic would add congestion to other roads and would conflict with local travel. The two-lane option would not meet demand and would become congested. Seventy-eight percent of the bridge traffic would start and/or end in Clackamas County

8. **North Lake Oswego Crossing** – New bridge crossing options between North Lake Oswego and Hwy. 99E via Courtney Road are:

- A new two-lane bridge between North Lake Oswego and Hwy. 99E via Courtney Road with signal intersections at Hwy 43 and the new bridge at River Road and Courtney Road.
Cost: \$71 million to \$81 million depending on design.
- A new four-lane bridge between North Lake Oswego with a full interchange north of Terwilliger Boulevard on Hwy 43 and at Hwy. 99E and Courtney Road.
Cost: \$122 million to \$145 million depending on design.

Trade-offs: The North Lake Oswego crossing meets travel needs missed by other possible bridges. It takes less traffic from existing bridges and attracts more new bridge traffic than other options. It adds traffic to existing roads leading to the bridge, which would increase congestion and conflict with adopted community goals. A new bridge would impact existing development on both sides of the river. The two-lane option would not offer enough capacity and would become overly congested. About 89 percent of the bridge traffic would start and/or end in Clackamas County.

3. **Marylhurst crossing** – There are two bridge crossing options between Hwy. 43 near Marylhurst College and Hwy. 99E via Concord Road:

- New two-lane bridge between Willamette Drive (Hwy 43) to Hwy. 99E via Concord Road. Hwy. 43 would be widened to four lanes at the bridge approach.
Cost: \$58 million to \$72 million depending on design.
- New four-lane bridge between Willamette Drive (Hwy. 43) to Hwy. 99E via Courtney Road.
Cost: \$119 million to \$137 million depending on design.

Trade-offs: A Marylhurst crossing would be used mostly by people traveling within Clackamas County. It would have little effect on the Sellwood Bridge and would reduce traffic on the I-205 bridge. The new crossing would impact existing and planned development on both sides of the river. The bridge would increase traffic on roads on both sides of the river, which would not meet community goals. About 99 percent of bridge traffic would start and/or end in Clackamas County.

Ross Island Bridge options

Two Ross Island Bridge options are included to determine whether improving bottlenecks in crossings at the north end of the region could reduce crossing traffic in the rest of the area. The two options for the Ross Island are as follows:

PRESERVE

Keep existing Ross Island Bridge – Use existing Ross Island Bridge with modified ramps at west end. This option replaces the ramp between the Ross Island Bridge and Barbur Boulevard and shifts traffic to Kelly Avenue.

Cost: \$11 million for road changes, more depending on neighborhood improvements.

Trade-offs: The modified bridge ramps would reduce traffic in Corbett/Lair Hill neighborhoods but would not reduce traffic on the existing Sellwood Bridge.

BUILD PARALLEL BRIDGE

Build new Ross Island bridge – Build a new three-lane bridge north of the Ross Island Bridge for use together with the old bridge; three lanes of traffic on each bridge. New ramps would connect directly from I-405 to the bridge. Both bridges would have bike and pedestrian facilities.

Cost: \$115 million to \$132 million.

Trade-offs: A new Ross Island Bridge next to the existing bridge would reduce demand on downtown bridges but has little effect on the Sellwood Bridge. It would increase traffic delays on I-405. It would remove some traffic from Corbett/Lair Hill neighborhoods. Existing communities would be impacted, reducing development opportunities at the east and west ends of the bridge.

Increased transit options

Focus on additional transit increases and transportation demand management (TDM). Transit service would be increased throughout the region, assuming more east-west transit service between Clackamas County, Washington County and Portland, plus new commuter rail service. Transportation management associations would encourage transit use to reduce the number of trips to work.

Costs: Cost to purchase buses and operate additional service throughout the region could be approximately \$45 million per year.

Trade-offs: Additional transit service would increase ridership by ten percent. It would reduce traffic congestion at some locations but not on bridges. It would not improve bike or pedestrian access across the river.

Choices to be made

Improving access across the Willamette River does not have a single easy answer. A new four-lane bridge would provide better auto access but would impact neighborhoods more. A two-lane bridge would impact neighborhoods less, but would not address traffic congestion problems. Location and design of the bridge are also important. As we develop a recommendation, here are some of the questions and community values to consider.

What are the overall trade-offs and choices?

Would it be better to preserve an existing bridge or build a new one?

Build a two-lane or four-lane bridge? What are the trade-offs and costs?

What is the best location and how is the neighborhood affected?

Is more than one choice possible? What options would work best together?

What is the region willing to finance?

**Population growth and forecast
affecting the Sellwood Bridge
(To be made into a chart)**

1930	
Multnomah County	338,241
Clackamas County	<u>46,205</u>
Total	384,446

1997	
Multnomah County	639,000
Clackamas County	<u>317,700</u>
Total	956,700

2015 forecast	
Multnomah County	741,690
Clackamas County	<u>460,166</u>
Total	1,201,856

Population figures from Metro's Data Resource Center
for Multnomah and Clackamas Counties

(Sellwood Bridge was built in 1925)

Who uses the Sellwood Bridge? (To be made into a pie chart)

50%	trips between Clackamas County and Portland
17%	trips between the east and west side of Portland
7%	trips between east and west Clackamas County
13%	trips between Clackamas County and Washington County
13%	trips between Portland and Washington County

OCT 10 1998

November 9, 1998

Metro
Joint Policy Advisory Committee on Transportation
600 NE Grand
Portland, Oregon 97232

Dear Sirs,

South-North lost out by design, a take it or leave it box built by a political agenda. The swing vote, people like me who support the light rail concept, but a flawed South-North line cost you the project. You heard it all throughout the hearing process but chose to ignore the input. Now you can not!

The focus of the original eastside light rail line (to reduce congestion on existing roadways) was lost in the South-North planning effort. South-North was viewed as a future development strategy rather than easing congestion for the people who were expected to pay for it. In addition to the high cost factor, collusion with big business downtown to put it on the mall made end to end connections untimely. Without the North end crossing the Columbia, the North line was no more than an expensive replacement for busses. The choice to go to Clackamas Town Center over using the McLoughlin corridor was viewed as only a subsidy to developers. Development and growth must start paying for itself.

I believe there is still one of two possibilities for additional light rail mileage short term if you move quickly and are willing to accept something less than a Rolls Royce:

1. The 205 Extension

Continue the Eastside grid system and make use of the already aquired right of way parrallel to I-205. Extending the Airport line to Lents or Clackamas Town Center would help relieve overcrowding on the 82nd Avenue bus line as well as supporting the Lents urban renewal district.

2. The Brooklyn Extension

Continue Max Trains from the Airport South along SW 1st Avenue crossing the Willamette on the Hawthorne Bridge past OMSI to the South end of the Brooklyn Rail Yards where a multi-story park and ride would be built, constructed in such a manner it could be converted into a office building in the event rails are extended farther to the south. Stay out of Milwaukie for now.

Either choice could couple with the Airport line using that as the local match for Federal funding. No additional local taxes would be necessary if construction is kept to basics.

In addition, start thinking outside the previously built box and revisit some policies:

Quit building in congestion on our streets and roads, ie: curb extensions that include bus stops, motor vehicle lane reductions, bicycle priorities and traffic circles.

Keep costs down by maximizing the use of facilities already in place. Not everything has to be brand new or replaced.

Take the emphasis off moving people to and from downtown and work towards streamlining the movement of people directly between where they work and where they live.

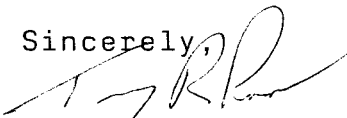
Tax the appropriate users and primary beneficiaries. Neither downtown Portland or bicyclists pay their fair share of the transportation system. Don't expect motor vehicles to pay for other alternatives and be willing to discuss funding options such as bicycle taxes openly with the public, even if you don't agree with them. That is the job of a public servant.

Bring the public in early to the planning process and counter balance the effects of special interest groups.

Have options and do reality checks.

So now it's time to have some humble pie and LISTEN to what people outside the usual downtown circle of friends have to say. Are you ready?

Sincerely,



Terry R. Parker
1527 NE 65th Ave
Portland, Oregon 97213

Wk Ph 768-1391 Hm Ph Eves 284-8742

Ballot Measure 26-74
South/North LRT Bonds
Final - Unofficial Count

Multnomah County			
Yes	104,428	51.93%	
No	96,670	48.07%	
	<hr/>		
	201,098		
Clackamas County			
Yes	36,642	43.71%	
No	47,195	56.29%	
	<hr/>		
	83,837		
Washington County			
Yes	48,536	43.85%	
No	62,143	56.15%	
	<hr/>		
	110,679		
Total			
Yes	189,606	47.93%	
No	206,008	52.07%	
	<hr/>		
	395,614		
	(16,402)		



FAX / MEMO

From: Steve Fosler, Architect
Fosler Portland Architecture
600 S.W. 10th Avenue #435
Portland, Oregon 97205-2734
Ph: 503.241.9339
Fax: 503.220.0754
Max: Galleria/Library Station
e-mail: FoslerPrl@aol.com

DATE: **Wednesday, November 11, 1998**
5 Page(s) (Including This Sheet)

TO: **JPACT Members and**
Andy Cotugno, Chair

Via Fax 797-1930 Attn: Lois

MEMO: **South-North Light Rail Project: JPACT Nov. 12th Agenda Discussion**

Please distribute the following to JPACT members at the meeting tomorrow morning, if appropriate. I am unfortunately unable to attend the meeting due to a prior out of town commitment.

However, I think it's important that JPACT members realize that among the citizenry at large there is still strong and widespread support for a transportation system that includes additional light rail construction in the north and south corridors of the region.


I hope that the vehemence of the light rail detractors will not overshadow the great progress that the region has made in accomplishing a balanced transportation system. This progress has been the result of strong and persistent public support of transit, including light rail transit. Metro, Tri-Met and the regional partners have been, and should continue to be, leaders in forging the transit/land-use linkage that has formed the basis for regional livability.

Just as we know that those who oppose light rail would not have stopped fighting it if Measure 26-74 had passed, please be assured that those of us who support light rail will not stop fighting for it even in the wake of this first-ever Metro-area 'no' vote.

I look forward to talking with you and other JPACT members at any time about my comments here, or as stated in the enclosed memo.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Fosler". The signature is written over a horizontal line.

Date: Wednesday, November 11, 1998
To: JPACT Members and Andy Cotugno, Chair
Interested Parties
From: Steve Fosler, Citizen 
Re: South-North Light Rail (SN-LRT)

What Next? . . . A view beyond the vote.

Working Outline / 11 Nov 98 /

Discussion Draft For Comment

The following are intended as points for thought and discussion.

Principles in the aftermath of the vote:

First and foremost, don't let the rail opponents set the agenda for current and future regional transit decisions. We (citizens, Metro, Tri-Met, JPACT member jurisdictions, etc.) need to remain in the lead on transit ideas. It's not likely that the rail opponents are truly transit advocates; they are clearly not land-use, density, urban or 2040 growth management advocates. Giving them free rein to frame the policy discussions in the post-vote aftermath discussions will not be constructive. Let them try to come up with strategies but they need to realize that their ideas have to pass the same scrutiny that light rail has had to undergo.

We need to form a comprehensive South-North transit plan, based on the 2040 goals and the growth management strategies that form our basis for light rail advocacy. This SNTP would initially review the viability of all transit mode options, thoroughly but fairly quickly, based on a menu-style approach not unlike the Puget Sound plan which includes HOV lanes, bus ways, express bus, neighborhood bus, streetcar, carpool, commuter rail, etc. as well as light rail. Light rail needs to remain in the discussion because it is likely to remain as part of the solution. Each of the options on the menu should receive some additional refined study so that the public can review the options side-by-side and make judgements and decisions based on factual (and rational) comparisons.

But the bottom line is that throughout this discussion we need to maintain and promote our basic principles (2040; transit first, freeways last; planning+transit=livability; urban not suburban; light rail transit as the core of a system interconnected with bus routes, etc.). Most of these principles are not shared by the No Rail constituency. But these principles are shared and supported by a majority of citizens in the region. This support has not gone away. We need to build on it.

FOSLER

portland

architecture

503.241.9330

• STEVE FOSLER, REGISTERED ARCHITECT • THE GALLERIA 435 • 921 SW MORRISON ST • PORTLAND OREGON 97205-2734 • PH: 503.241.9339 • FAX: 503.220.0754 • MAX: GALLERIA STATION •

Here are some tasks that I think ought to be done now:

- Complete the FEIS

"You have to complete your homework even when the school burns down." This FEIS work is very nearly complete; when public support re-emerges and is articulated in support of SN-LRT, the detailed FEIS work will be a necessary re-starting point. So many decisions have been made as a result of the public consensus building process and they can't be wasted. The FEIS is the most comprehensive culmination of this effort. So, the North Portland crossing process should continue to a conclusion point even though the SN-LRT project is off-schedule for now.

- Consider an additional MOS for the FEIS

Since the base of support for SN-LRT is within Portland, we should consider adding a more-local MOS to the FEIS. This could provide another, more geographically-focused, option when the SN-LRT debate is reopened. What about a Portland-only initial segment such as Rose Quarter to Expo Center, or Kenton to N. Milwaukie?

- Is the will of the voters, the same as the will of the people?

Compare November vote results to November opinion polls of all residents, not just voters; if there's not a current opinion poll, do one soon.

- Analyze the voting results

Look at precinct returns, identify patterns and areas of stronger support. Also, compare the number of Metro region 'yes' votes as a percentage of Metro-region registered voters (not just those voting) for 1998, 1996, and 1994.

- Write a New and Improved Facts and Myths about SN-LRT

Review all of the rail opposition's written work from the campaign. Take them on point by point and provide the true facts (not the feel-good things, but the hard facts). It's important to have a detailed written compendium of each anti-rail argument along with a refutation (or acknowledgment where appropriate) in the public record now to provide an historical base for future discussions. The public's perception of LRT five years from now may be based on perceptions or misperceptions of what happened in 1998. This document will help assure an accurate accounting of the debate and the facts. We've got good starting material to work with: the Atlas Oregon campaign piece, the PSU urban studies faculty articles, David Reinhard's columns, the voter's guide, text of campaign advertising (radio, tv, etc.) Also, Metro and Tri-Met Community Relations staff have no shortage of details on the opinions raised at public meetings and over their voice mails and their observations should be included in this work.

• Make MAX as good as it can possibly be.

Identify East-West Max problems and deficiencies, and correct them right away. There are more than a few. Improving the current MAX line can only help in the future sales efforts for LRT. Here are some areas to look at and work on:

- Make it run faster (fix the signal preemption system especially in Goose Hollow and downtown, reduce dwell times at stations, tighten schedules, improve speeds between stations.)
- Improve frequency (buy more vehicles to assure reliable frequency)
- Improve daily operations (provide extra trains at midpoints of route to fill-in for delayed train or to relieve unexpected crowding, especially at rush hour)
- Continue feel-good TV ads; keep the positive perception of MAX up; keep interesting new riders to try MAX
- Improve MAX-bus connections and timing; ensure that key bus routes that intersect MAX also have 10-minute service or better
- Keep the trains clean, safe and friendly: initiate a 'clean and safe' on-board program, similar to rider-advocates and APP patrols, but acting more like tour guides than patrollers

• Really work on the lrt system we have

Focus EW-MAX improvements in several areas:

something practical: more LRT vehicles;

something noticeable to occasional riders: higher capacity Rose

Quarter LRT transit center for events;

something cool: install real-time train arrival information at platforms, etc.)

• Accelerated Central City Streetcar Program

Careful, it's not a substitute for regional light rail, and it's not a substitute for SN-LRT, but . . .

a. CCSP Phase I-A: add budget for 2 more vehicles, based on higher ridership demand due to delay in SN-LRT construction

b. Phase I-A+: construct Mill Street extension as part of Phase One: extend streetcar through PSU urban center (as proposed in SN-LRT) with terminus at 4th & Harrison

c. Phase I-B: Riverplace and North Macadam: Accelerate planning for next phase so construction can continue as Phase I-A+ is completed.

d. Determine Phase Two: consider that Phase II-A may be across the Broadway Bridge; design Phase I-A Lovejoy track turns at 10th/11th to easily accommodate this line; consider installing crossovers and switches now in Phase I-A+ to avoid major disruption later; put rails in new Lovejoy ramp; be sure that the county's Broadway Bridge repair work includes rails, or is rail-ready.

Bureau and Jurisdictional Matches:

- PDOT/City: retain the City's SN match (intentioned and real \$'s) and use it for Central City transit, including South Mall, Streetcar, future regional rail, etc.

- Preserve as much of the funding mechanism and intergovernmental agreement on SN-LRT as possible; we may need it sooner rather than later.

- No more Metro regional \$'s to Clackamas County for roads and interchanges;

- Tri-Met: continue to reserve the local match \$'s by designating them for transit improvements in SN corridor (bus, signal priority systems, streetcar, future regional rail), and reserve funds also for EW-MAX capital improvements

• Busway preliminary design work for comparison purposes

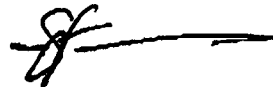
We already know that the viability of busways in the Portland area is questionable. But we need to prove the point to the public. One way to do this is to do just enough design work to show clearly where a busway on I-5 and on McLoughlin would be placed; develop a plan showing a combination of HOV lanes on existing roadways plus new construction of exclusive bus ramps and lanes; overlay onto aerial photos of the alignment. Purpose: to show the construction impact, cost and logistical problems of actual busway construction. Up to now, the only thing that's been shown on maps with any detail is the impact of rail construction. Busway and freeway construction may sound better, until you see it on a map next to or on top of your house.

Other Observations:

- Let's stop being so polite. The bond measure failed largely because the opposition was unrelenting in their attacks. We need to not only advocate for superior transit solutions, but defend the superior transit solutions we already have in place. Clearly, we'll need to fight back, especially against the more spurious charges leveled specifically against LRT, Metro, Tri-Met and more generally against regionalism, regional planning, etc.

- We all agree on regional consensus for transportation and growth management policy. However, the typical regional resident still does not see themselves in a region, but more isolated within their own local area, be it Milwaukie, Wilsonville, Vancouver or NW Portland. Somehow an educational effort is needed to show the average citizen how interrelated the region is (or should be).

- What about North-Northeast Portland? Not only did the SN-LRT vote deprive these N-NE neighborhoods of a major transit infrastructure improvements, but also the failure of the PCC bond measure deprives the Cascade campus of major education infrastructure improvements. Given this double negative impact, what kind of improvements are possible in the MLK Blvd/Interstate Ave corridor in the near future?



Tuesday, October 27, 1998

Dear Friends:

Please join me in encouraging friends and neighbors to vote for South-North Light Rail. This is an extremely important vote and advance polls still indicate that the outcome is too close to call.

I'm supporting South-North Light Rail for many reasons. But one of my main reasons is because the city's urban neighborhoods in North/Northeast and Southeast Portland are long overdue in getting the same rail and bus transit improvements that we have already provided to the eastern and western suburbs.

Light rail has wide community support and has received clear majority approval in this region in past elections. In contrast, none of the supposed alternatives to light rail has attracted even moderate community support.

While some may quibble about some already-debated South-North alignment decisions, it is clear that if this project is not approved now, we will not see a light rail system serving North/Northeast and Southeast Portland for another ten years or more. To delay this project would be short-sighted and unfair. These neighborhoods are highly transit supportive and many residents here are counting on improved transit for their travel to work or school.

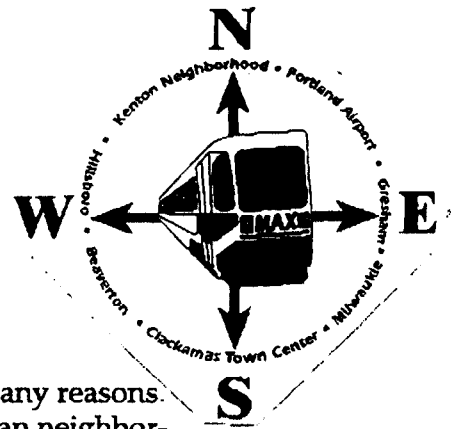
I hope that the optimism and forward-thinking that has typically characterized Portland's vision for the future will again prevail in this election, overcoming the narrow view and strident cynicism of the vocal minority's ongoing campaign against rail transit.

Light rail is the transit backbone of our region-wide transportation system. Without it, all of our other transportation choices become less efficient and more time-consuming.

The outcome of this vote on South-North Light Rail Measure 26-74 will clearly determine whether this unique metropolitan region will continue its rich heritage of innovation and hope, or whether we will start down the road to becoming just another average American metropolis.

Sincerely,

Steve Fosler
138 NE Stafford St



FOSLER
portland
architecture
503.241.9339

PS: If you need a lawn sign or more information, call me!
Phone (503) 241-9339. Be sure to vote next Tuesday!

• STEVE FOSLER, REGISTERED ARCHITECT • THE GALLERIA 435 • 921 SW MORRISON ST • PORTLAND OREGON 97205-2734 • PH: 503.241.9339 • FAX: 503.220.0754 • MAX: GALLERIA STATION



METRO

November 9, 1998

Dear JPACT member,

The recent defeat of Measure 26-74 requires our region to re-examine its transportation and land use strategies for the next decade. The loss of this South/North Light Rail funding option coupled with the huge gap in funding for road projects constitutes a situation which begs even tougher decisions by policy-makers in the future.

We are requesting that you attend an important meeting on Thursday, November 12, 1998, at 7:30 a.m. Following a brief JPACT meeting, we will lead a discussion of the following issues:

1. Overview of election results.
2. Outline of current transportation project needs in the region and land use implications.
3. Plan for a transportation summit early next year to determine future strategies.

The purpose of Thursday's meeting is to gain a common understanding of the issues facing the region and establish a course of action. It is premature to start making decisions on other alternatives.

Clearly, JPACT, Metro, local governments, Tri-Met, the Port of Portland, and the Oregon Department of Transportation all have important roles in setting the direction for the future, but we should assure that the public understands the current financial picture and the needs and choices for the region. We need to ensure that the public voice is heard as we move forward.

Please call Lois Kaplan at 797-1755 to RSVP. If you are unable to attend this important meeting, please designate an alternate to attend on your behalf.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike'.

Mike Burton
Metro Executive Officer

A handwritten signature in black ink, appearing to read 'Ed. Washington'.

Ed Washington, Chair
JPACT

**METRO**

Date: November 4, 1998
To: JPACT
From: Ed Washington, Chair *E.J.W.*
Re: TPAC Citizen Member Appointments

A recruitment and nominations process to fill citizen seats on the Transportation Policy Alternatives Committee (TPAC) was recently completed. I chaired a nominations committee with Councilor Rod Monroe and Transportation Director Andy Cotugno who met over the past two months to review and interview applicants. Finalists were selected based on the criteria that the six citizen members of TPAC should represent a diversity of interests and geographic areas of the metropolitan area.

The following citizens are being nominated for appointment to two-year terms beginning in November 1998 and ending in November 2000:

Lynn Peterson
Jon Putnam
Bill Stewart

In addition, the following citizens are being nominated for a two-year term beginning in May 1999 and ending in May 2001:

Gary Katsion
Ted Spence
Rick Williams

Attached you will find a resolution to appoint these citizens and a staff report which outlines the recruitment process and includes a list of applicants (Attachment 1). The Council Transportation Planning Committee will consider the resolution on November 17, 1998 and the resolution will be considered by the Council at its November 19, 1998 meeting.

Please let me know if you have any questions or concerns. Thank you.

EW:PP:lmk

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2731 FOR THE PURPOSE OF MAKING CITIZEN APPOINTMENTS TO THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC)

Date: November 3, 1998

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would appoint the following new citizen members to fill vacancies on the Transportation Policy Alternatives Committee (TPAC) for two-year terms beginning in November 1998 and ending November 2000:

Lynn Peterson
Jon Putnam
Bill Stewart

In addition, this resolution would appoint the following new citizen members to the Transportation Policy Alternatives Committee for a two-year term beginning in May 1999 and ending in May 2001:

Gary Katsion
Ted Spence
Rick Williams

FACTUAL BACKGROUND AND ANALYSIS

During July and August 1998, notice of vacant TPAC citizen positions was circulated by mailing to area Councilors, JPACT, TPAC, local governments, CPO groups, neighborhood organizations, Chambers of Commerce, business associations, libraries, and transportation interested parties. A total of 15 applications were received as a result of the solicitation.

The Council Transportation Planning Committee appointed a subcommittee to review the list of applicants (Attachment 1) and select and interview finalists. The subcommittee members were:

Councilor Ed Washington, Chair
Councilor Rod Monroe
Andrew Cotugno, Transportation Director

The subcommittee reviewed the applications and selected 10 applicants for interviews. A list of those interviewed is attached (Attachment 1).

Finalists were selected based on the criteria that the six citizen members of TPAC should represent a diversity of interests and geographic areas of the metropolitan area. Attachment 1 includes information about each applicant's residence area, activities and employment.

The final screening process was very difficult, as all the applicants interviewed were highly qualified. The subcommittee concluded the

nomination process at their October 29, 1998 meeting and is recommending a slate of six candidates for the vacant TPAC citizen positions.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution.

**Transportation Policy Alternatives Committee
Citizen Applicants (9/30/98)**

Greg Brown

Residence area: Boring
Activities: City of Gresham Bicycle/Pedestrian Task Force,
Peace Corp, Sigma Chi Fraternity
Employed: Landscape Contractor

Lenny Dee

Residence area: NE Portland
Activities: Once A Week Club; Steering Committee, Coalition
for a Livable Future
Employed: SmartStuff Software

Chris Fowler*

Residence area: Lake Oswego
Activities: Lake Oswego Planning Commission
Employed: HDR Engineering

Clark Hanson

Residence area: NW Portland
Activities: Transportation Chairperson, Forest Park
Neighborhood Assoc.
Employed: Oregon History Society

Gary Katsion**

Residence area: Beaverton
Activities: Westside Economic Alliance Transportation
Committee; Tualatin Valley Economic Development
Corp. Transportation Committee; Oregon Traffic
Control Device Committee; Board member,
Consulting Engineers Council of Oregon
Employed: Kittelson & Associates, Inc.

James Neil Hanson*

Residence area: Lake Oswego
Activities: Director, Chi Phi Alumni Assoc.; Chair, Oak
Creek Neighborhood Assoc.; Founder, Westwood
Homeowners Assoc.
Employed: EVEREN Securities, Inc

David Myers-Eatwell*

Residence area: N Portland
Activities: Columbia Slough Small Craft Regatta; Multnomah County Jail Siting Advisory Committee; South/North Transit Corridor Study Citizen Advisory Committee; Bureau of Buildings Budget Advisory Committee; Columbia Slough Watershed Council
Employed: Editor, Neighbors between the Rivers; Executive Director, Kenton Action Plan

James Parker

Residence area: NE Portland
Activities: Coalition for a Livable Future transportation working group; City of Portland Fareless Transit System Research Work Group; Westside Transportation Alliance; Citizens for Sensible Transportation
Employed: OHSU/Oregon Primate Research Center

Jon Putnam**

Residence area: Tigard
Activities: Tri-Met Citizen's Advisory Committee on Accessible Transportation, Chair of the Special Transportation Fund Advisory Committee; Board Chairman, Basin Transit Service; Commissioner, Klamath Housing Authority
Employed: retired

Lynn Peterson**

Residence area: Lake Oswego
Activities: Women's Transportation Seminar (WTS); Institute for Transportation Engineers; Oregon Electric Vehicle Assoc., Advocates for Women in Science, Engineering and Math; First Addition Neighborhood Assoc.
Employed: 1000 Friends of Oregon Interest

Ray Polani

Residence area: SE Portland
Activities: Co-chair, Citizens for Better Transit; Director, Association of Oregon Rail Transit Advocates (AORTA); National Association of Railroad Passengers
Employed: Retired

Richard Shamrell*

Residence area: N Portland
Activities: National Association of Railroad Passengers;
Employed: Shamrell Real Estate Company

Ted Spence**

Residence area: Tigard
Activities: Citizen member, 217/I-5/Kruse Way Task Force;
Citizen representative, Washington Square
Regional Center Study Task Force; Member, Oregon
Heart Commission; Member, Metro Vision
Commission
Employed: Interim Manager Aeronautics Section, ODOT; will
be retired in 1999

Bill Stewart**

Residence area: NE Portland
Activities: Freight at-large member, Metro Regional
Transportation Plan Citizen Advisory Committee;
Industry representative, ODOT Cost
Responsibility Study Policy Advisory Committee
Co-founder and Chairman, Hollywood Farmers'
Market; Past President, Oregon Sports Union,
Inc.
Employed: Willamette Traffic Bureau

Rick Williams**

Residence area: NE Portland
Activities: Chairperson, South/North Transit Corridor Study
Citizen Advisory Committee; Member, Transit
Choices for Livability Advisory Committee;
Member South/North Light Rail Caruthers Street
Bridge Design Advisory Committee; Member,
Mayor's Advisory Committee on Fareless Transit;
Clean Air Business Alliance; Business community
representative, Central City Transportation
Management Plan;
Employed: Melvin Mark Companies; Executive Director, Lloyd
District Transportation Management Assoc.

* interviewed

** interviewed and nominated

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF MAKING CITIZEN)	RESOLUTION NO. 98-2731
APPOINTMENTS TO THE TRANSPORTATION)	
POLICY ALTERNATIVES COMMITTEE (TPAC))	Introduced by
	Councilor Washington, Chair
	JPACT

WHEREAS, The Transportation Policy Alternatives Committee (TPAC) is organized to provide input on transportation planning, priorities and financing alternatives; and

WHEREAS, It is the responsibility of the Metro Council to appoint six citizen members of the Transportation Policy Alternatives Committee to two-year terms; and

WHEREAS, The six citizen members should represent a broad range of interests and geographic areas of the metropolitan area; and

WHEREAS, A recruitment and nomination process was conducted from July 1998 through October 1998 which resulted in the receipt of 15 applications and the interview of 10 finalists; and

WHEREAS, There are currently three citizen vacancies on the Transportation Policy Alternatives Committee resulting in the need to appoint three members to two-year terms beginning in November 1998; and

WHEREAS, There are three citizen vacancies on the Transportation Policy Alternatives Committee beginning in May, 1999 resulting in the need to appoint three members to two-year terms; now, therefore,

BE IT RESOLVED:

1. That the Metro Council appoints the following citizen members to the Transportation Policy Alternatives Committee for a two-year term beginning in November, 1998 and ending in November 2000:

Lynn Peterson
Jon Putnam
Bill Stewart

2. That the Metro Council appoints the following citizen members to the Transportation Policy Alternatives Committee for a two-year term beginning in May 1999 and ending in May 2001:

Gary Katsion
Ted Spence
Rick Williams

3. That the citizen members can, at their option, appoint an alternate to serve in their absence.

ADOPTED by the Metro Council this _____ day of _____, 1998.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel



METRO

Date: November 12, 1998

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Re: JPACT Meetings for Calendar Year 1999

Please mark your calendar for the following JPACT meeting times scheduled during calendar year 1999 in Conference Room 370A-B:

Thursday, 1-14-99, 7:30 a.m.
Thursday, 2-11-99, 7:30 a.m.
Thursday, 3-11-99, 7:30 a.m.
Thursday, 4-08-99, 7:30 a.m.
Thursday, 5-13-99, 7:30 a.m.
Thursday, 6-10-99, 7:30 a.m.
Thursday, 7-08-99, 7:30 a.m.
Thursday, 8-12-99, 7:30 a.m.
Thursday, 9-09-99, 7:30 a.m.
Thursday, 10-14-99, 7:30 a.m.
Thursday, 11-18-99, 7:30 a.m.
Thursday, 12-09-99, 7:30 a.m.

ACC:lmk

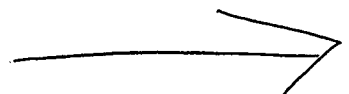
COMMITTEE MEETING TITLE SPACT

DATE 11-12-98

NAME

AFFILIATION

Susan McLain -	Metro
Royce E. Feltner	VANCOUVER
KARL R. RODE	C ³
Dow Wagner	WSDOT
Jim Hagler	4-Cities E. County
Robert H. McCoy	Metro
Jon Kvistad	Metro
GREG GREEN	ODOT
ALAN WILLIS	POP
Sharon Kelley	MultCo
FRED HANSEN	TRI-MET
Kay Van Sickle	ODOT
CHARLIE HAYES	City of Portland
ROB DRAKE	CITIES OF WASH. CO.
Andy Cotugno	Metro
Ed Washington	Metro Council
Earl Blumenauer	Alumni
Red Monroe	Metro Council
Nike Burton	Metro Exec.
Roy R. Rogers	WASHINGTON County
Dawn PHILLIPS	KRL RANO
DICK SPRINGER	CITIZEN
John Dinger	Mult Co Community Dev. Firm



COMMITTEE MEETING TITLE

JPACT

DATE

11-12-98

NAME

AFFILIATION

Scott L Rice

Cornelius City Council

JIM HOWELL

AORTA

Ray Polani

CBT

ART LEWELLAN

L.O.T.I., The Proposal

Dean Louizakis

Regional Transportation Council

Nahad A. Toulan

Portland State University

George Pernsteiner

PSU

KEVIN DOWNING

SELLWOOD MORELAND WA

Elaine Wilkerson

Metro GMS

~~Tim Allen~~

LO Co Council / Metro Council

Gordon OLIVER

OREGONIAN

Mamy Leguy

WSDOT

Chris Deffbach

Metro

~~ETHAN SEITZER~~

IMS-ASU

Rod Park

Metro Council - Ellet

Kate Deane

ODOT

DAVID RAPHAEL

SOUTHEAST PORTLAND

Tim RAPHAEL

METRO

George Dock

Zone - SE Portland resident

Linda McDonnell

DJC

Barry Atchberry

Westside Economic Alliance

JOHN BURGER

TIGARD RESIDENT

Deborah Mundock

PSU